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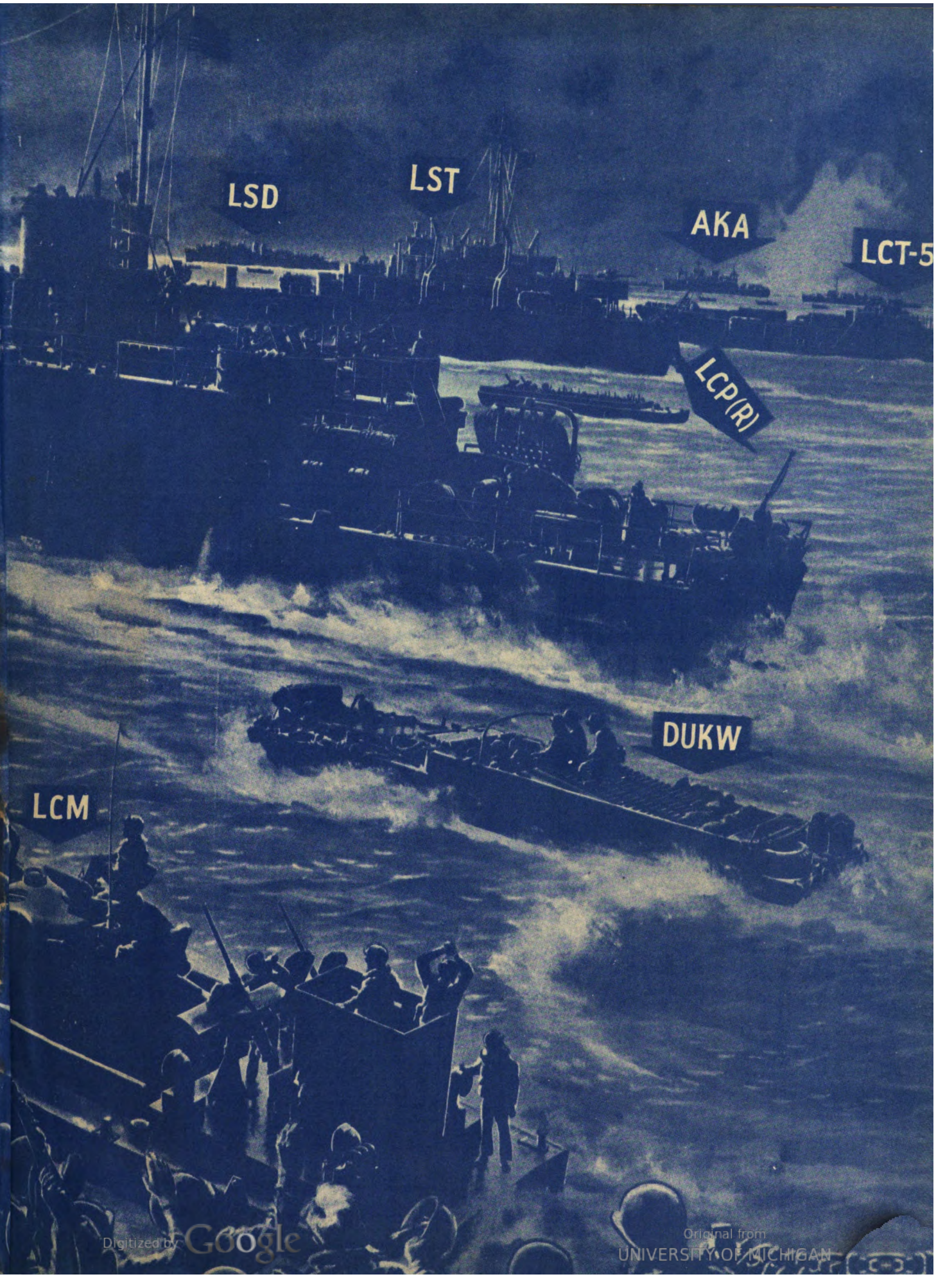
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U.S. Army 2nd Engineer Central Postal Directory

HISTORY
of the
SECOND ENGINEER
SPECIAL BRIGADE



UNITED STATES ARMY

WORLD WAR II

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GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
Office of the Commander-in-Chief

AG 370.2 (19 Mar 45)E

A.P.O. 500,
19 March 1945.

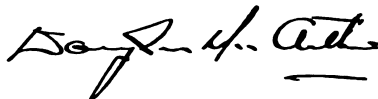
SUBJECT: Engineer Special Brigades.

TO: The Chief of Staff, War Department, Washington 25, D. C.

1. In the succession of amphibious operations up the coast of New Guinea to Morotai, thence to the Philippines, the performance of the 2nd, 3rd and 4th Engineer Special Brigades has been outstanding. The soundness of the decision in 1942 to form organizations of this type has been borne out in all action in which they have participated. These units have contributed much to the rapid and successful prosecution of the war in the Southwest Pacific Area. I recommend that careful consideration be given to the perpetuation and expansion of such units in the future Army set-up.

2. I pass on to you an item extracted from a report to me from Headquarters, Administrative Command, Seventh Amphibious Force, file A16-3, Serial No. 0078, dated 15 February 1945, subject: "Report of the Lingayen Operation - San Fabian Attack Forces."

"It is believed that the Engineer Special Brigade as organized in the Southwest Pacific Area is the most efficient Shore Party organization now functioning in amphibious warfare and that the permanent organizations of these regiments have contributed in a large measure to the success of amphibious operation in this theater."



DOUGLAS Mac ARTHUR,
General of the Army, United States Army,
Commander-in-Chief.

ARMY SERVICE FORCES
OFFICE OF THE COMMANDING GENERAL
WASHINGTON 25, D. C.

Army Engineers have well earned their reputation for being able to move troops over, under or around any obstacle, or if necessary, to blast the obstacle out of the way.

There was a time when crossing bodies of water greater than a river was not the Army's business. The Engineer Amphibian Command, and men of the Special Brigades, have conquered that obstacle as well. The Second Engineer Special Brigade, organized in 1942, already is a veteran organization with an enviable fighting history. It made its first combat landing in June 1943, at Nassau Bay in New Guinea. In the year that followed, the Second participated in no less than eighty-two combat amphibious landings. That record speaks for itself.

Throughout the world, in this war, the Amphibian Engineers have been in the forefront of our successful landings on enemy held shores. The development of beachheads, the keystone of the amphibious operations, is the special task of these brigades. Of all the innovations of this war, the Army's mastery of amphibious operations was one of the most significant, and one of the most important toward achieving final victory. Consistently, the Second Brigade helped lead the way in valor, in technical skill and in successful operations.

B. Somervell
BREHON SOMERVELL,
General, Commanding.

ADDRESS ONLY TO
CHIEF OF ENGINEERS U. S. ARMY
WASHINGTON 25, D. C.

WAR DEPARTMENT
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON

12 June 1945

Brigadier General W. F. Heaver
Headquarters - 2nd Engineer
Special Brigade
A.P.O. 72, c/o Postmaster
San Francisco, California

Dear General:

The Army's many years of peacetime engineering on river and harbor improvements paid military dividends in 1942 when we called on the small boat operators who had grown up on America's waterways to enlist in the Engineer Amphibian Command—the Army's parent organization for developing the techniques and the training of units prepared to lead and support Army combat teams on shore-to-shore operations throughout the world.

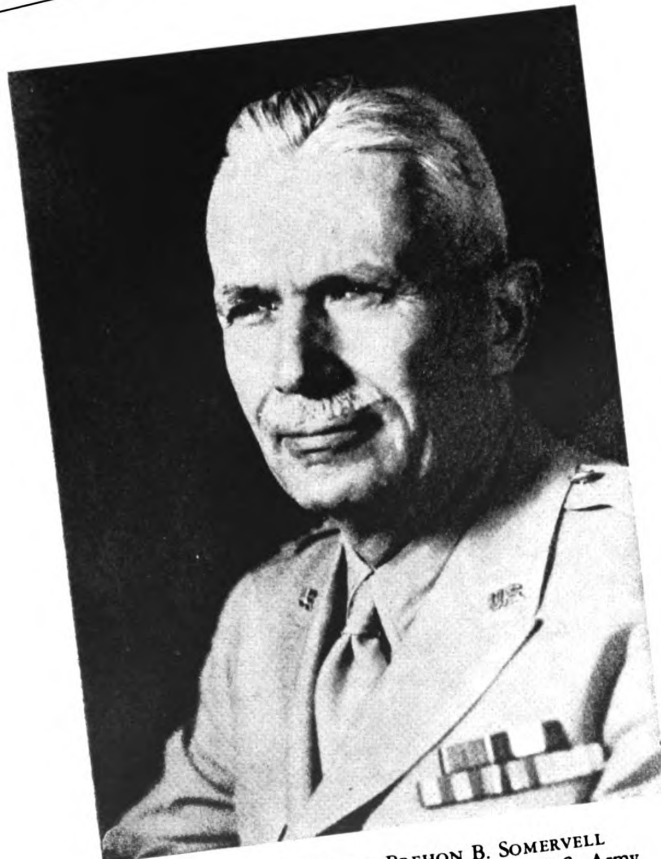
These men who knew water and small boats were the heart of the Engineer "Special Brigades" which trained together at Camp Edwards, Massachusetts, and Camp Gordon Johnston, Florida. They were already good "amphibians"; we made them Army Engineers as well. The blend was to prove one of the armed forces' most versatile of all "specialist" units.

Now in the summer of 1945, with the campaign in the Philippines nearing a victorious finish, it is already obvious that two years of steady combat have made units like the Second Engineer Special Brigade capable of carrying out any assigned mission. On shore they have fought as Infantry; on water they have raided like hard-riding cavalry, striking with their LCMs where the Jap has least expected them. In all their impressive total of combat landings, they have done any and everything needed to develop assault landings into beachhead bases which are proof against Jap counterattacks. True amphibians, they are as capable of taking and holding ground as they are capable of unerring navigation to far-shore landings within the Japanese positions. Above all else they are Engineers—soldiers who feel a keen responsibility in doing their part to keep the Army moving forward past any water or beach obstacle.

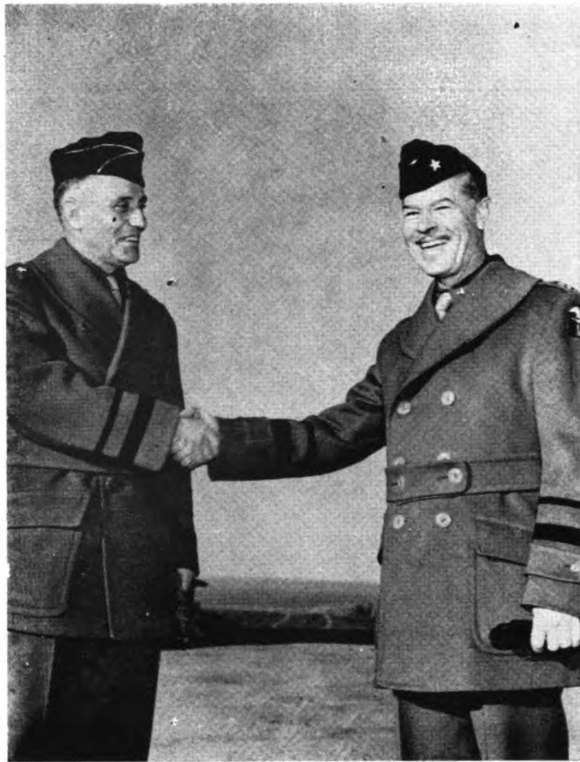
Keeping a mechanized Army on the move through a 7000-island maze of water-broken, roadless country like the Philippines has required some pretty unusual engineering. Recording the largest number of combat operations of any unit in the Southwest Pacific theater, the Second Engineer Special Brigade has more than its share of unusual engineers. Its achievements have been indispensable in our Pacific advance.

With kind personal regards,

E. H. Riddle
E. H. RIDDLE
Lieutenant General
Chief of Engineers



LIEUTENANT GENERAL BREHON B. SOMERVELL
Commanding General, Services of Supply, U. S. Army



Major General Daniel Noce, Commanding General, Engineer Amphibian Commands, wishes Godspeed and Good Luck to Brigadier General W. F. Heavey, Commanding General, Second Engineer Special Brigade at Fort Ord, California just prior to departure of the Brigade for Australia, January, 1943.

STATEMENT BY MAJOR GENERAL DANIEL NOCE
COMMANDING GENERAL, ENGINEER
AMPHIBIAN COMMAND

The Second Engineer Special Brigade more than lived up to the motto of the Engineer Amphibian Command: "Put 'Em Across"

This Brigade holds the unique distinction of having participated in more amphibious operations than any other unit of the armed forces of the United States, and has never failed to make those landings stick.

I am deeply grateful for having had the honor of forming and training this Brigade for the stern tasks which it accomplished so well and share with each of you your personal pride in this organization, your satisfaction in a job well done, and your remembrances of those who fell in action.

C
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HEADQUARTERS, SIXTH ARMY
Office of the Commanding General
APO 442
San Francisco, California

December 12, 1945

Brigadier General W. F. Heavey
917 18th Street, N.W.
Washington, D. C.

Dear Heavey:

Your fine letter of December 1, 1945 reached me a short time ago. Your most flattering comments about myself and my staff moved me deeply. We always did our best, but I feel that the success of all the tasks assigned to the Sixth Army was due almost exclusively to the troops.

The Second Engineer Special Brigade, under your able leadership, did an outstanding job while serving with the Sixth Army. The record you made may have been equalled by other units, but I am sure that it has never been surpassed.

It was a matter of great regret to me that I did not see you before your departure for home. However, I want you to know that I shall always remember the fine work done by the Second Engineer Special Brigade under any and all conditions.

With warm personal regards to you, and best wishes for a Merry Christmas and a Happy New Year to you and all members of your command,

Faithfully yours,

/s/ Walter Krueger
WALTER KRUEGER
General, U.S. Army

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FOREWORD

This is the story of the Second Engineer Special Brigade in World War II. An amphibian unit of the Corps of Engineers, U. S. Army, it was first designated as the Second Engineer Amphibian Brigade, the present title having been adopted after arrival in Australia early in 1943. Its entire foreign service was devoted to the Pacific theater of operations, and at no time after the brigade entered combat in New Guinea was it ever pulled out for rest, which caused General Krueger, Sixth Army Commander, to observe that the brigade has been in more combat operations than any other unit in the theater.

The following units made up the brigade:

BRIGADE HEADQUARTERS & HEADQUARTERS COMPANY

532D ENGINEER BOAT & SHORE REGIMENT

542D ENGINEER BOAT & SHORE REGIMENT

592D ENGINEER BOAT & SHORE REGIMENT

562D ENGINEER BOAT MAINTENANCE BATTALION

262D MEDICAL BATTALION

287TH SIGNAL COMPANY

162D ORDNANCE MAINTENANCE COMPANY

QUARTERMASTER HEADQUARTERS & HEADQUARTERS COMPANY

3498TH ORDNANCE MEDIUM MAINTENANCE COMPANY

695TH QUARTERMASTER TRUCK COMPANY

5204TH AMPHIBIAN TRUCK COMPANY

189TH QUARTERMASTER GAS SUPPLY COMPANY

SUPPORT BATTERY

MEDICAL DETACHMENT, 2 ESB

2D ENGINEER AMPHIBIAN BRIGADE BAND (LATER DESIGNATED
416TH ARMY SERVICE FORCES BAND)

Chapter I

Early Days on Cape Cod

THE 2d Engineer Special Brigade was born on the sandy shore of Cape Cod, Massachusetts, on 20 June 1942. There was no celebration. There was no publicity. On the other hand, everything was "SECRET". Announcement of the event was proclaimed only by the roar of motors and the sight of queer looking landing craft splashing through the choppy waters of Nantucket Sound. The new brigade's first day of life was a day of work.

Although training of the new unit was veiled in secrecy, it was not long before the local residents of that picturesque cape showed keen interest in the "boys with the boats". Little was known about the military newcomers. There were men, and there were boats. Maybe they were like the British Commandos. Maybe not! But gradually they began to refer to the new Amphibians as "Cape Cod Commandos". The men of the 2d Brigade heard and joked about their new nickname. They seemed to enjoy the implication, but they were always quick to explain to a listener just why the name didn't exactly fit. "Commandos hit and run. We hit but we don't run."

However, the name stuck. It followed them across the United States and the Pacific Ocean to Australia, New Guinea, New Britain and the Philippines. When tropical typhoons or Jap gunfire made their situation precarious or unpleasant, there was always someone to yell, "Come on, you Cape Cod Commandos". And they did. When they were lonely and tired, there was always someone to jokingly say, "Snap out of it, you Cape Cod Commandos, and laugh". And they did.

But what about those first few months of the brigade's life that were spent on Cape Cod? Why are they always brought into a discussion on the brigade history? Why will they never be forgotten? Those were hectic days. The long hours, hard work, strict discipline and rugged living conditions were such a complete reversal of their previous army or civilian life that you couldn't blame the men for griping. But what they went through there was worth it. More than once it has paid dividends when the chips were down.

The present 2d Engineer Special Brigade was originally known as the 2d Engineer Amphibian Brigade. For the first six weeks of its existence it was under the direction of the Engineer Amphibian Command and its Commanding Officer, Daniel M. Noce, Colonel, CE. This period was spent mainly in getting organized, equipped and schooled in basic elements.

Why the Engineer Amphibian Command and its separate brigades were formed and how personnel for these brigades was obtained is in itself an interesting story that can well be told here. The declaration of war against the governments of Italy, Germany and Japan was the signal for the best military and naval strategists in the country to bend every effort toward the planning of methods to combat the modern *bleitzkrieg* type of warfare employed by our enemies. One of the major problems confronting the high command was that of

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getting at the enemy most effectively. We could have the tools of war and the men trained to use them, but they would be of no value unless they could be transported into enemy strongholds. The solution of the problem was the development of amphibious warfare. It was not a new idea, nor was it to be used for the first time in history. Inherited from Scipio who crossed the Mediterranean, from William the Conqueror who took an army across the English Channel and from Washington who crossed the Delaware, it remained for the Army and Navy to modernize it to meet the present emergency.

Six months after the attack on Pearl Harbor the War Department formed the Engineer Amphibian Command for the purpose of organizing and training army personnel in the operation of landing craft and the establishment of beachheads. Although security restrictions prohibited widespread publication of this new type of unit, knowledge of its existence and the general nature of its duties created interest among civilian boating groups and military personnel who possessed marine experience either as a hobby or as an occupation. The Army Recruiting and Induction Service ran advertisements in leading newspapers and distributed pamphlets through coastal areas to attract men to the "Water Taxi Service". While classed as an Engineer Unit, the Amphibian Engineers drew officers and men from all branches of the Army. Officers from the Navy, the Coast Guard, the Marine Corps and the Coast and Geodetic Survey were detailed to act as instructors in their specialties. Seamen from the merchant Marine, masters of vessels on the Great Lakes and amateur yachtsmen from Long Island Sound and Lake St. Clair volunteered. Contractors, road builders, carpenters, warehousemen, blacksmiths, longshoremen, mechanics and boat builders joined. The percentage of volunteers to undertake this new type of training exceeded all expectations. Some men selected the Amphibian Engineers because it held promise of early and hard-hitting conflict with the enemy. Their expectations were realized, for, less than a year later, they were "hitting the beach" in enemy-held territory.

As rapidly as possible nearly four hundred officers and over seven thousand men were assigned to duties in the 2d Engineer Special Brigade. The manner of assignment is still the butt of many jokes, but three years later the number of men still doing the job to which they were originally assigned indicates that it wasn't so badly done.

Skillful boat operation was the goal of the preliminary training. Under the watchful eye of Donald C. Hawkins, Colonel, CE, the men were taught the feel of the boats and the rudiments of navigation. He believed that actual experience is the best teacher, so the men learned boat operation the hard way—with plenty of long, hard work and little sleep. But they never forgot what they learned. The men still say that those days under Colonel Hawkins "separated the men from the boys" among the boatmen. Their first job was to establish a camp at Cotuit cut out of virgin forest. No sooner was the camp completed than an extension of the Amphibian Command required a move to Washburne Island at Waquoit, the first real home of the 592d Engineer Boat Regiment. It was later split to furnish a Boat Battalion to each of the three regiments of the brigade.

At the same time, the shore engineers were getting their initial training under Lieutenant Colonel (later Colonel) Robert J. Kasper of Carmel, California, in Camp Edwards proper. Basic training as engineer soldiers and training in operation of the many types of heavy engineer equipment with which the brigade was to be equipped were prime considerations.

The nucleus of the 562d Engineer Boat Maintenance Battalion was formed at Osterville where a boat yard was taken over by the 562d Engineer Boat Maintenance Company under Captain (later Major) John A. Wells of Louisville, Kentucky. This company had some of the best boat mechanics in the United States. Their ingenuity and originality

Brigadier General
William F. Heavey



Photo by Bachrach

in keeping craft running when parts were not available later in the Southwest Pacific paid great dividends.

During this period the 262d Medical Battalion was activated at Camp Edwards. By the end of July it was fully organized and operating with Major (later Lt. Col.) Fielding M. Pope at Brownwood, Texas, in command. The battalion engaged in landing maneuvers during August with the boat and shore regiments where medical deficiencies and difficulties were discovered and ironed out, and soon "the medics" were becoming a smooth working part of the Amphibian team.

Our "spare parts" companies, all important to the functioning of a brigade, were also being formed at Camp Edwards during this period.

Early in August 1942 William F. Heavey, Colonel, CE, arrived from the Louisiana Maneuvers and took command of the brigade. Graduated from West Point in 1917, he had seen nine months combat service in France in 1918. He admitted that his experience with boats was not extensive but that he was ready to learn all about them and to do everything in his power to make the 2d Engineer Special Brigade a unit that would bring honor and credit to the Army of the United States. As this story unravels, it will be seen how gradually but surely this objective was accomplished.

A large number of carefully selected men were first sent to various schools through-

out the country for specialized training in boat operation and maintenance. Some of these schools were the Gray Marine Diesel School in New Orleans, the General Motors Institute in Detroit, and the Chris Craft Hull and Repair School in Algonac, Michigan. These courses were most intensive and covered in detail every step in complete boat maintenance procedure. When the men returned to the brigade, a program was immediately started in which they instructed their fellow Amphibs in the methods they had learned.

As soon as organization and basic training were completed, the program was stepped up. Simulated combat operations were planned and executed. Working at first with small units and later, as more craft became available, with battalions and regiments of the 45th Infantry Division, the brigade landing barges ploughed through the rough waters off Cape Cod to land these infantry troops on Martha's Vineyard—a beach presumed to be enemy territory. Transporting battle-equipped infantry soldiers, supplies, equipment, field pieces, motor vehicles, dozers and tanks they strove to achieve the split-second accuracy in timing which is of primary importance in amphibious operations. The boatmen first had to learn their boats, how to land them in surf, keep them from being broached and then retract off the beach through the surf to bring in more troops and supplies. It was a job that could be learned only through bitter experience. They had to learn how to move in wave formation of eight to twelve boats with various maneuvers for approach at night or under fire in the daytime and how to deploy when attacked from the air. Then followed training in larger formations finally concluding with an entire boat battalion of 120 craft in one operation.

The shore units, at first divided into "near shore" and "far shore" companies, participated in these practice landings by loading and unloading boats and setting up shore installations on the presumed enemy territory. The original idea was to have a near shore company, trained in the proper methods of loading boats to capacity and still not destroy their equilibrium, remain on the friendly shore and load ships embarking on an operation. The far shore company would establish the beachhead in enemy territory. Its mission included building landing ramps for the amphibious vehicles, clearing the beach of obstacles and mines, constructing exits from the beach proper and many similar jobs. In addition to unloading ships, the far shore companies would protect the newly-won beachhead from enemy counterattack, either by land and sea, or air. They had to make preparations to facilitate the handling of the expanding amounts of supplies and the increased number of men that would arrive in subsequent waves. It was later learned through actual operations that the work on both the near and far shores could best be handled by the same company, so the shore company that loaded a ship was also placed on the enemy shore in time to unload that ship when it arrived. These shore engineers also had to be efficient combat soldiers and trained to fight. More than once the men of the shore companies and the boat companies too have demonstrated their ability to fight as infantrymen to hold and establish their objective beachhead.

Initially the majority of the landing craft used by the brigade were LCP(R)s and LCVs. Some were gasoline operated and some used diesel fuel. The LCP(R) was used for the transportation of personnel and the LCV for vehicles. Throughout this story the type of landing craft used for particular operations will be indicated by initials. To assist the reader, the prefix "LC" means "Landing Craft". Thus, LCP(R) means "Landing Craft Personnel (Ramp)" and LCV stands for "Landing Craft Vehicle". At this time the brigade had only a few of the larger craft called the LCM (Landing Craft Mechanized), which was later to become the standard craft of the brigade. Much larger than the LCV and diesel operated, it could weather rougher seas, travel longer distances and carry more cargo and personnel. Occasionally LCTs (Landing Craft Tank), crewed by the Navy,

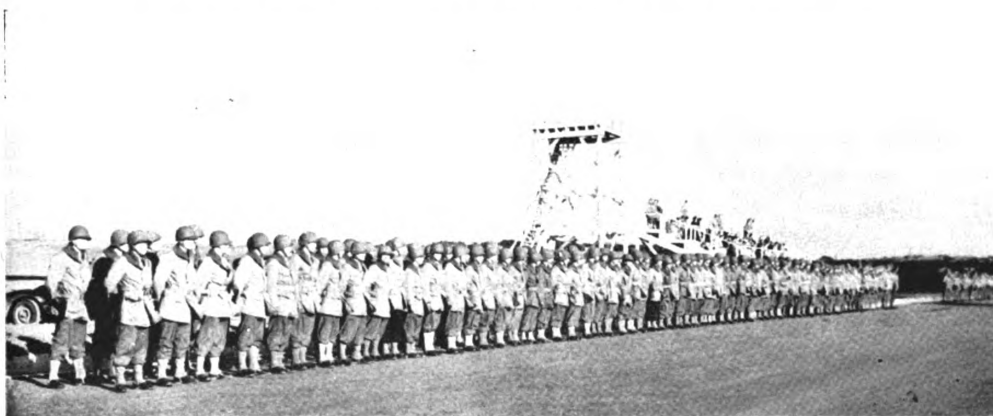
participated in the problems of the brigade. To look back now at those early days and to compare those efforts with the large-scale operations in the Philippines, one is inclined to classify the Brigade's early maneuvers on Cap Cod as "small time stuff", but they laid the groundwork upon which the success of later operations was based. Here the decision was made to adopt diesel operated LCMs and LCVPs as the basic craft for the brigade.

One event that is always called to mind when relating the experiences of the brigade on Cape Cod is "that parade". On September 10th the brigade had been fully formed and at least fairly well equipped. With the band playing and flags unfurled, the boat and shore engineers of the brigade went through a complete parade carrying not only their weapons but also the anchors, tool kits, medical chests, rope or various other odds and ends of equipment to designate the duty they performed. Wearing their heavy rubber parkas and paratroop boots, the men sweltered under the hot September sun. It was a unique and colorful spectacle giving all some idea of the variety and immensity of the unit. Brigadier General Noce, Commanding General of the Engineer Amphibian Command, joined General Heavey in taking this remarkable review. It was later repeated for a large group of senior Army and Navy Officers from Washington.

During the 2d Brigade's last few weeks on Cape Cod it lost nearly three thousand men through group transfers as cadres for other amphibian units. It seemed as if those long hours of boat and shore training were almost in vain, because no sooner did a man get fairly well trained in his job than, Zingo!! he was gone and a new man arrived to be trained from the bottom up. Despite all this exchange of personnel, the work of the brigade continued without much interruption. The training with the 45th Division ended with a problem which did not go off too well. Some waves of boats got lost at night in the murky waters off Martha's Vineyard and failed to land on schedule. All made it to the far shore but things did not click. Everyone was convinced the Amphibian's job was no easy one and, with this in mind, they became more determined than ever to solve all problems, overcome all difficulties, and become an outfit that would always "Put 'em across" on time and at the right place.

While the 2d Brigade was being formed as a part of the Engineer Amphibian Command, another unit on Cape Cod—the Amphibious Training Command under Brigadier General Keating—was busily engaged in training Rangers in commando tactics. During the last few days of September, 1942, brigade boatmen worked with the Rangers and another

Brigade officers at final review of 2d Engineer Amphibian Brigade, Fort Ord, California.



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new arrival, the 36th Infantry Division. This work culminated in the only large-scale maneuver the brigade ever held in the United States. They still refer to it as the "Martha's Vineyard Maneuvers" and participants are proud to relate their experiences in that maneuver to any listener. It was as realistic as actual combat except for the spilling of blood.

Extensive plans for the maneuver were made—the boats were put in tip-top shape, the men were carefully instructed in the duties they would perform, maps were checked and courses plotted, liaison contacts were made with the 36th Division and the Rangers. Arrangements were made to care for the large group of high ranking Army and Navy Officers who were coming from Washington and elsewhere to witness the maneuvers. Nothing was overlooked.

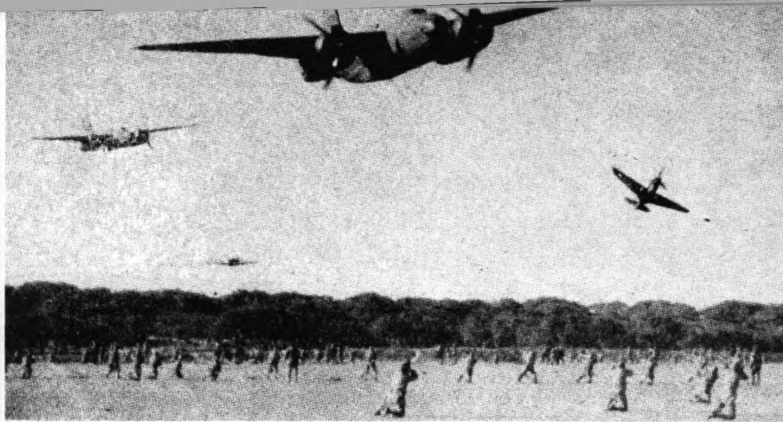
It was planned that on D-Day at H-Hour the main attacking force would land on Red Beach while supporting units landed on nearby Yellow and Green Beaches. Loading on the mainland was not started until dark fell. Troops and equipment of all kinds had to be loaded and the fifty-mile trip made through choppy seas and murky darkness to hit the far shore exactly at "first light".

As the appointed hour approached, the guests and observers waited on a high promontory above Red Beach. Lieutenant General McNair, Commanding General of the Army Ground Forces, Brigadier General Sturdevant, Assistant Chief of Engineers, and Brigadier General Moses from Headquarters, Army Service Forces, were honored guests. Brigadier General Noce and Colonel Trudeau of the Engineer Amphibian Command, Brigadier General Keating and Colonel Wolfe of the Amphibious Training Command and Brigadier General Ogden of the 3rd Brigade were present as observers. 1st Lieutenant (later Lt. Col.) Karl W. Blanchard of Joplin, Missouri, was on the shore with these officers to invite attention to and explain every minute detail. There was an intense air of expectancy, when, out of the inky blackness of the sea below, one lone boat approached. It came closer to shore and a boatman hollered, "Hey, is this Red Beach?" A snicker went through the crowd. "The Army Amphibs are lost", someone remarked. But it was soon explained this boat was not in the landing force. It was an "enemy" boat sent out to set off charges to simulate firing on the landing force. Actually the landing craft were on the way in column formation closed up in order to keep contact in the darkness and following the navigation boats in which were General Heavey, Lieutenant Colonel Ernest D. Brockett and Lieutenant Commander William R. Tucker, and others.

The seconds ticked away and H-Hour rapidly approached. From shore there was still no sign of the first wave of boats. Suddenly though, dim shapes loomed through the murk. The offshore wind had drowned out the roar of the engines. The boats were coming! In perfect formation the first wave ploughed through the surf toward the beach. They landed at exactly H-Hour. One officer later remarked that they may have arrived fifteen seconds too soon but that it was so damn cold that his watch had probably frozen for a few seconds. Our first real test had come out perfectly. It was a harbinger of success.

After the first wave landed, unloaded and retracted, the successive waves came in on schedule. Troops of the 36th Division and a battalion of Rangers clambered out of the boats and up the beach, simulating an attack on supposed enemy objectives. Planes overhead dropped a company of paratroopers to support the ground forces. Reports soon arrived by radio that the smaller landings on Yellow and Green Beaches, several miles away had clicked perfectly. Observers willingly admitted that troops poured ashore so fast the defenders would have been overwhelmed.

Shore Engineers marked the beaches and set about establishing the beachhead by building supply, water, gas and oil, ration and communication installations. The infantry was resupplied by the continuous waves of LCVs, LCMs, and nine LCTs manned by the Navy.



War Birds Over Ord

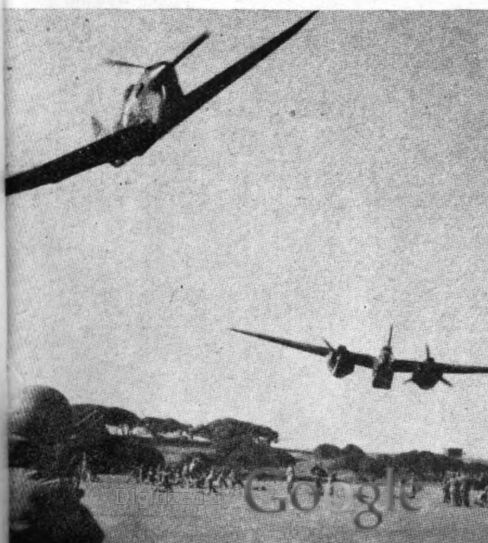
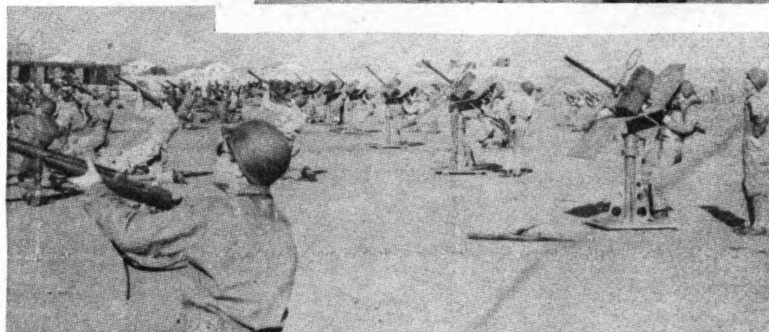
The art of self-defense in one of its most advanced forms is being taught troops of an Engineer unit stationed at Fort Ord, and these pictures caught by Panarama photogs will give you an idea of what it's like to be under a strafing by bombers and pursuit planes.

Theoretically, a lot of boys were blasted out of their pants in fighting off these attacks, and still speaking theoretically, several of the planes shown here failed to return to their bases. That the planes had the edge in this training is an accepted fact, but when the real thing comes along these men will not be caught napping.

One touch of realism was provided both attackers and defenders, however, by the use of flour bombs. The accuracy of the Army airmen was amazing in many instances. For example, one stick of five such "bombs" was laid neatly into the open door of a sound truck stationed at the communications stand, and on another occasion a bomber laid a neat pattern on five machine guns spaced some 15 feet apart, providing guffaws at the expense of the surprised flour-bespattered gunners.

Striking across the parade ground at altitudes as low as 25 feet and from several different directions the planes proved difficult targets, but withal excellent training for the men on the ground. The picture directly below is typical of pursuit strafing tactics. Note low altitude of the plane in background.

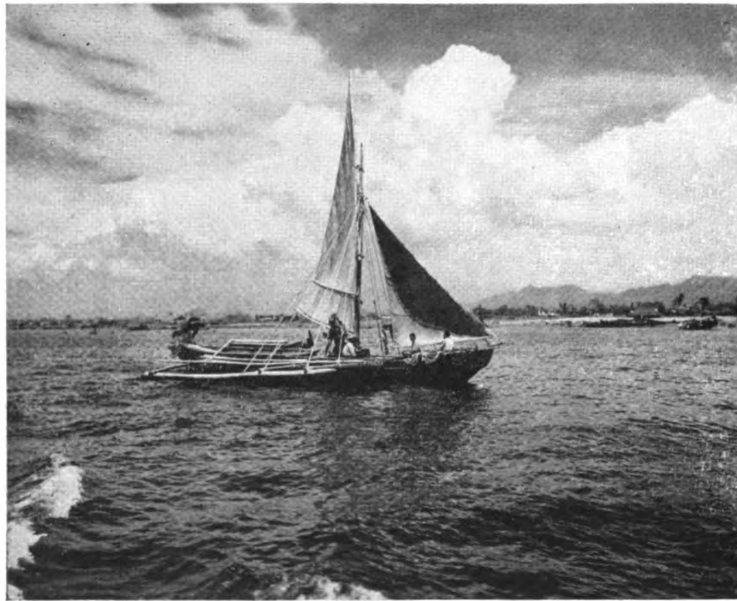
In the panel at lower right, Capt. Elmer P. Volgenau, anti-aircraft officer, gets speed and altitude from pilots and transmits this information to the defending ground forces. The General and the Captain are in a bad spot here if the pilots decide to release a few flour bombs.



Hundreds of tons of actual supplies and ammunition were unloaded by the Shore Engineers and placed in marked dumps. All three beaches were linked at once by radio and later by telephone.

One incident during this operation earned for the brigade its first War Department decoration. 1st Lieutenant Ernest B. Huetter, 592d EBSR, of San Francisco, California, was in command of a wave of boats as they made their way across Vineyard Sound. Suddenly one of the boats burst into dense smoke and flames! The heat was so intense that all hands immediately abandoned the boat, and it was left running crazily about at high speed menacing the safety of other craft nearby. To further complicate the situation more smoke pots in the boat caught fire enveloping the area in great clouds of opaque smoke. Lieutenant Huetter first directed the rescue of all men in the water, then boarding the burning boat he brought it under control and subdued the flames with sea water. For his courage and quick thinking in the prevention of what might have been a tragic incident and the holding of the boat damage to a minimum, Lieutenant Huetter was awarded the Soldier's Medal. This sort of courage and aggressive action is exemplary of the many acts of heroism that later became almost commonplace when the brigade moved into action against the Japs.

After two days the operation was called to a halt and pronounced a success. General McNair returned to Washington with the firm conviction that the Army had found the one link that was needed to carry the attack to the enemy—the fast, accurate, and hard-hitting Amphibian Engineers.



Native Banca off Leyte.

Chapter II

Last Days in the U. S.

IMMEDIATELY on the heels of the Martha's Vineyard maneuvers came the first major movement of the brigade. The winter months on Cape Cod would be too cold to permit year-round boat training so a search for a more suitable training site in a more favorable climate had been under way for several months. With the exception of the 542d EBSR, all units of the brigade participated in the move. When the hint of moving was first received, discussions arose among brigade personnel about the proposed destination. Some said that the brigade was sure to go to Ireland, some said to the West Coast, but those "in the know" said "Carrabelle." Then there was an immediate flurry of maps as each one tried to show another the exact location of Carrabelle. Fingers pointed to a spot sixty miles south of Tallahassee, Florida, on the northern gulf coast. Everyone envisioned palm trees swaying back and forth in the cool gulf breezes and the prospect of a warm winter in Florida, the millionaire's paradise. What a surprise was in store for them!

The men reported that the train ride down to the new camp area was not so bad "if you didn't mind being crowded into day coaches and breathing coal dust for three days." Some of the LCVs and LCMs made the journey under their own power through the inland waterway. This proved excellent training in navigation and boat operation over a long distance. However, it cannot be compared with the longer trips over much rougher seas that the boatmen later experienced along the New Guinea coast. The majority of the boats were deck loaded on flat cars and sent by rail. The residents of Georgia were astounded to see four solid trains loaded with boats pass through their cotton fields.

Then came the big surprise! Carrabelle did have palm trees and cool breezes (at times), but it also had rain, mud, swamps, lizards, chiggers, snakes, wild hogs, deer, flies, mosquitoes, sand fleas—and wilderness. The cantonment-type camp we had been told to expect was almost nonexistent. The following weeks can best be described in one word—rough. The job of setting up a new camp in this wilderness was no picnic. Three years later after the brigade had had plenty of experience and reached the point of proficiency in building camps, that particular job still couldn't be considered pleasant. But at Carrabelle everyone pitched in to help build roads, barracks, latrines and mess halls until the camp was fairly well established and "normal" life could be resumed and training started on the shallow beaches and sandy reefs of the Gulf of Mexico.

Those individuals possessed with a desire to get out of camp—and who wasn't?—had the "pleasure" of visiting Appalachicola, Carrabelle, Sopchoppy, and other "quaint" settlements. Wakulla Springs, the home of the Tarzan movies, and Tallahassee, the home of the Florida State Teachers' College for Women, held major attractions for the Amphibs. Needless to say, both were very enjoyable.

A training directive issued by the Engineer Amphibian Command called for the brigade remaining at Carrabelle until April 1943 to serve as a training brigade in the preparation of infantry troops for amphibious combat. The Army Ground Forces established an "amphibious Training Center" adjacent to the brigade's area so everyone began to settle themselves down for a pleasant winter—and also a lot of work—in the warm Florida climate. Preliminary conferences were held with the 38th Infantry Division relative to maneuvers between camp and Dog Island a few miles offshore. A tentative training program for these combined operations was outlined and schedules prepared for the combined training. The Boat Maintenance Company was busy unloading the boats and setting up its repair shops at Camp Belle, a few miles from the brigade camp.

Then came the second big surprise! All plans were immediately cancelled when General Heavey received sudden orders to move his brigade to Fort Ord, California, where it would stage for shipment on the first available transports to the Asiatic-Pacific theater of operations.

This abrupt change of plans naturally caused feverish activity with regard to both the many details involved in the movement and the personal affairs of the brigade members. It is said many marriages were moved forward. All boats were turned over to the 3d Brigade which was being moved to Carrabelle to replace the 2d Brigade in the proposed training program. There was every reason to believe that the Brigade would be in Fort Ord for only a few days, so those Easterners who had brought their families to Carrabelle in anticipation of a pleasant winter decided not to take them to California. For many the farewells exchanged in Florida were the final ones for the war and for some the last of all.

The first few days of November, 1942, found the entire brigade enroute from Carrabelle and Cape Cod to California in nine different trains on three different routes. This was an intimation of how the brigade would later be spread to the four winds in its wide-flung operations. Many of the men got their first glimpse of the wonders of the west during this trip. The Pullman accommodations, while not up to peacetime standards of luxury, were, nevertheless, quite comfortable and most of the men found the trip highly enjoyable. It was much better than the trip from Cape Cod to Carrabelle. Daily stops for exercise on station platforms along the way broke the monotony of continuous riding. However, it is probable that most of the men never fully appreciated the comfort of American train travel until a few months later when they were wheezing along the northeastern coast of Australia in one of the narrow-gauge coaches of a train which, by comparison, was reminiscent of the early American stagecoach. The 542d Engineer Boat and Shore Regiment under Lieutenant Colonel Kasper rejoined the brigade proceeding direct from Cape Cod to Fort Ord. Once again the entire brigade was together.

Fort Ord turned out to be a model garrison with comfortable steam-heated barracks, paved roads, surfaced drill field, excellent bivouac areas immediately adjacent to the camp area, movie theatres, post exchanges, laundry service, and even good rifle, pistol, and machine gun ranges all available on the post. So different from Carrabelle! It was ideally located on the middle California coast north of Monterey Bay and nestled between the fertile, picturesque Salinas Valley truck-farming district and the broad beach of the blue Pacific shore line. The towns of Salinas, Monterey, and Carmel, the latter a well-known artist's retreat with quaint picture-book architecture and an "arty" atmosphere, were close by and very hospitable to the Amphibians. The famous Hotel Del Monte, scene of many national and international golf tournaments, with its rambling buildings and beautiful grounds, was only four miles south of the camp. The scenic seventeen-mile drive along the shore and through the wooded interior of Monterey Peninsula was unforgettable. A soldier lucky enough to draw a three-day pass could have his choice of taking in either the wonders of Los Angeles

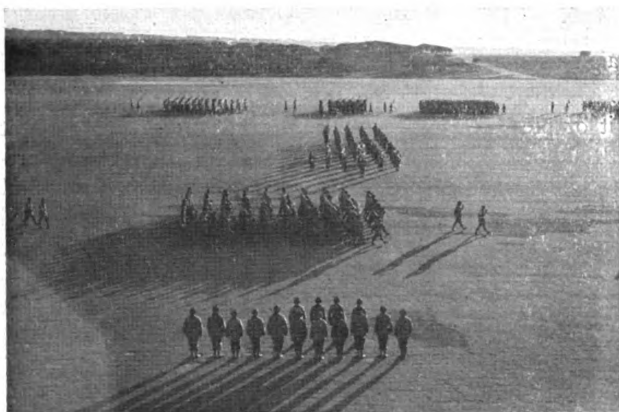
and Hollywood or of San Francisco. It is little wonder that, only a few months later in the mud and heat of the New Guinea jungle, men of the 2d Brigade reminisced, almost reverently, of their favorite campaign of the war—the "Battle of Carmel." No one had to tell them who had won that one, and there were no casualties.

In addition to the pursuit of pleasures there was, naturally, work to be done at Ford Ord. The procurement of all authorized equipment, supplies, and personnel and preparing them for overseas shipment were the main problems. The strict overseas physical examination hit the brigade hard. Several hundred had to be transferred out to "limited service." This resulted in an influx of as many new replacements to fill these vacancies. It was, as someone remarked, "All very confusing, but exciting." As the work progressed—and delaying orders were received—it became apparent that, instead of a brief stopover of a few days, the brigade might be stationed at Fort Ord until Spring. A number of officers and men, gambling against an early departure, sent for their wives and families and rented living accommodations for them in one of the surrounding communities.

The continuation of a training program presented some rather difficult problems. Most of the equipment needed for proper training had already been sent to the Port of Embarkation or had to be kept packed and ready for early shipment. As no one could say definitely when the brigade would leave, there was doubt as to whether or not any projected schedule of training could be completed when once begun. A few old-style landing barges were available at the Presidio of Monterey and arrangements were made for the boat companies to use them by rotation so they wouldn't forget entirely what they had learned during those long days of training at Cape Cod. The rifles, pistol, and machine-gun ranges were in almost constant use as unit after unit took turns at a "day on the range." Cargo nets were hung over high wooden frames made to resemble the hull of a ship, and men were trained in the proper methods of scaling and descending these nets, for no one could tell when or how rapidly he might have to abandon ship in the mid-Pacific. Overnight hikes to the nearby bivouac areas were frequent. This was to provide training in the establishment of field camps and to give every man an idea of the rigors of "camping out." One of these nights will be long remembered. Camp was made after dark and it was not until daybreak that it was discovered that the camp area was covered with poison oak. The resulting "casualties" were high but did not approach those caused by the "jungle rot" we were later to fight in New Guinea.

Units were given close and extended order drill almost daily. Demonstrations were arranged to explain to all personnel the use of rubber life rafts, how to properly waterproof vehicles, how to identify friendly and enemy aircraft, how to fire rifle grenades and to toss the hand grenade. A five-weeks' course in anticraft gunnery, under the direction of Captain (later Lt. Col.) Elmer P. Volgenau, of Clarence, New York, was held on the parade ground. Three thousand officers and enlisted men were taught all about machine guns and how to fire them at enemy planes. Every day for over a week, A-20's and P-40's would swoop down realistically out of the clouds and skin a few feet over the heads of the gunners who tried to keep them within their sights and knock them out with their simulated fire. Three years later the total number of actual enemy planes the brigade had shot down was sufficient evidence to prove that this training was not in vain. Probably its major value was the confidence it gave our men.

The 2d Brigade was the first army unit to introduce and have actual training in the use of the "Duck." These 21½-ton amphibious vehicles, designed and manufactured by General Motors Corporation with the model number "DUKW," but promptly nicknamed "Ducks," created a great deal of excitement when they first made an appearance on the roads of Fort Ord. Essentially a steel-hulled six by six truck formed into a boat with



Fort Ord, California. Christmas Day, 1942. Brig. Gen. Heavy and Col. Fitch, Commanding Officer of Fort Ord, review the entire Brigade.

Fort Ord, California, Christmas, 1942. Christmas Mass.

Gen. Heavy and Lt. Col. Simpson inspect knives donated to 2 ESB at FORT Ord, California.



propeller and rudder superimposed on the stern, it was designed for short water crossings and for the unloading of ships anchored at sea. While at Fort Ord a rigid course in the operation and maintenance of these vehicles was conducted for the brigade personnel by representatives of General Motors Corporation. Defects found in this strenuous training period were corrected in future construction contracts.

This period of garrison duty gave the unit athletic officers a chance for some organized athletics. Every Thursday night a grand evening of boxing was presented. The friendly rivalry between the units did much to cement them into a solidified brigade. All were astonished to find such fine fighters in the brigade. The Amphibians established their reputation as a fighting brigade. Lieutenant (later Major) Arthur L. Barrett of Flushing, New York, had much to do with staging these successful shows.

That there was a deeply religious feeling in the brigade was evidenced by the Christmas Eve services. Chaplain Henry S. Stout of Tampa, Florida, had a large congregation for his Protestant services. At midnight Chaplains Leonard A. LeClair, of Lewiston, Maine, Paul J. Hallinan, of Painesville, Ohio and Raymond O. Meier of Sharon, Pennsylvania, held Solemn High Mass for over three thousand members of the brigade. Corporal James G. Morgan Jr., Brigade Headquarters Company of Swedesboro, New Jersey, organized a choir which deeply impressed all present. Thought was given to the difficult, unknown days ahead of us. No one could foresee that this choir was destined to broadcast from the Philippines on Xmas eve of 1944.

On Christmas Day, 1942, General Heavey reviewed the entire brigade on the Fort Ord Parade Ground. It was the first opportunity the brigade had had to hold a review of this size and every effort was expended to make it a success. Colonel Fitch, the Commanding Officer of Fort Ord, reviewed the parade with General Heavey. The neat appearance of the men wearing their steel helmets, paraboats, and overcoats made a deep impression on every visitor present, and from the remarks overhead in the barracks later, there were few Amphibs who didn't get an inner thrill in having been a participant in the parade that day. It was the first parade in the American Army in which an Amphibian Truck Company rolled by in its "Ducks." It was commanded by Captain (later Lt. Col.) Cecil R. Bilger of King Fisher, Oklahoma. On its guidon was proudly displayed "Donald Duck, 2 ESB."

Shortly after Christmas, through the kind efforts of the local newspapers, the citizens of the neighboring communities voluntarily contributed an assortment of over fifteen hundred hunting knives of all descriptions to the Amphibs to be used in their coming attack on the Japs. Within six months some of these knives had been driven into live Japs. A few months after the brigade had departed Fort Ord they were pleasantly surprised to learn that the terrace adjoining the hill on which the Brigade Headquarters had been located was renamed "Amphibian Terrace" in honor of the Second Brigade.

After the holiday season had passed, work on preparations for shipment overseas was intensified. Final embarkation orders were received in mid-January, 1943, and there was a rush on the post exchanges to buy last-minute supplies of personal items until barracks bags bulged. There were a few final inspections and other bits of "unfinished business," both on and off the post to complete. Then, in the cool of Sunday morning, January 24, 1943, the first trainload of Amphibians took the northbound express to the Port of Embarkation at San Francisco. Others followed in the next few days. We were pleased to learn later that the Inspector General at the Port officially reported that the units of the Brigade impressed him as the most efficient which had passed through that port in the year he had been at that port.

Chapter III

In Sunny Queensland

THERE were mixed emotions as the transports glided under the Golden Gate bridge and pushed their noses into the stormy seas ahead. There was a definite exhilaration that now we were on the way to do the job for which we had trained so hard. Mingled with these were thoughts of loved ones left behind and the realization that some of us, possibly many of us would never return. "Surely", everyone thought, "we will be back someday." The only question we ask is, "Which one of these slogans will be most accurate—Golden Shore in '44, back alive in '45, or (perish the thought) Golden Gate in '48?" Most of us guessed between '45 and '48.

The next few weeks were long and monotonous. The transports moved, not in large convoys, but singly and in small numbers, zig-zagging their way by varied routes, through the Jap-infested waters of the Pacific, blacked out from dusk to dawn. Tours of guard duty and kitchen police aboard ship were almost welcome. Time was spent in playing cards (with or without money), reading every scrap of paper available (foremost of which was the ship's daily paper), listening to the radio shows broadcast over the ship's loudspeaker system, eating excellent chow, and sleeping. Most of the men got their sealegs within a few days, but there were some who were less fortunate. Everyone "sympathized" with these seasick buddies by bringing them delicious pork sandwiches, commenting on the roughness of the sea, and explaining how close land was—straight down.

There were two big events in the trip—the crossing of the Equator and of the International Date Line. For several days prior to their entrance into the southern hemisphere, ominous warnings were circulated about the coming visit of King Neptune and his Royal Court. When the day arrived, the Amphibs were surprised to see droves of men in various stages of dress and undress and painted like wild Indians cavorting about the ship. Instinctively they tried to make themselves scarce, but with so few hiding places available, they were easily ferreted out. They were given the pleasure of being presented to the "Royal Court," the joy of having an odorous rotten egg and catsup shampoo, and the ecstasy of kissing the "Royal Baby." Unforgettable! One of the fortunates (?) later remarked that he thought the whole thing was a frame-up, because he "never did see no line on the water that day." The day they crossed the date line did not occasion any celebration. Some of the men lost a birthday anniversary (it was surprising how many were born on that particular day of the year), and it did seem strange to just skip a day on the calendar, but the men figured that they'd get it back some day. Most of them did.

The scattered transports landed over a period of weeks at various ports in Australia from Sydney in the south to Townsville some twelve hundred miles up the east coast. Accumulating all their gear and moving it over the dinky, vari-gauge Aussie railroad to the sites in northern Queensland, where the Amphibs were to establish camp, was a tremendous job in itself. Some were lucky enough to stop in New Zealand for a day or two enroute but,

for most of the ships, it was a non-stop trip and no Japs interfered altho one or two changed courses upon receiving reports of Jap subs.

General Heavey and his aide First Lieutenant (now Captain) Milton O. Spelts of Lincoln, Nebraska preceded the brigade to Australia by flying from Frisco to Brisbane. Enroute they spent one night at little Canton Island in mid-Pacific. That night the Japs for the first time surfaced a sub a mile offshore and intermittently shelled the island for several hours. They thus became the first members of the brigade to come under enemy fire. Luckily no one on the island was hit.

In their grade-school geography the Amphibs had read about the terrain, cities, vegetation, animals and inhabitants of this faraway continent, and now they were anxious to gain additional firsthand information. They noticed that the Aussie vocabulary was full of new phrases and slang words like "Dinky doy," "cobber," and "fair dinkum." Quickly adopting many of these new expressions, they in turn taught the Aussies many Yank idioms—both good and bad. At first the Amphibs experienced difficulty with the Aussie monetary terminology but soon learned the difference between a pound, shilling, florin and penny. After a few weeks it did not sound at all strange to hear them saying "Shoot ya' two bob" or "Betcha a quid." They caught on. As they became better acquainted with their new surroundings, they noted a few other differences, but on the whole, the cities, farms, girls, beer, dancing and movies of Australia were so much like those in the U. S. that they could not help but feel very much at home with their new frineds and allies.

The 532d EBSR landed at Townsville and, after a hectic railroad trip through flooded country, they encamped on the coast fifteen miles north of the town of Cairns,

Aboard the "SS Noordam" going overseas. February 1943. 532 EBSR personnel participating in King Neptune ceremony upon crossing the equator.



Queensland. Here their beaches were bordered by the beautiful but treacherous coral of the Great Barrier Reef. Brigade Headquarters Company and the 562d EBM Company spent their first week in Australia at Camp Cluden, a "delightful" staging area just outside of Townsville. The predominating feature of this camp was the depth and softness of its mud and the force of the torrential rains. Never had the Amphibs seen so much mud in such a small area. Their "pleasant" week at Cluden was followed by a few days of enjoyable travel through "sunny" Queensland from Townsville to Rockhampton on one of the narrow-gauge Aussie "rattlers". With the exception of the 532d EBSR, the remainder of the brigade established itself in an area extending from a point twelve miles north of Rockhampton, Queensland, to the coast. In both of these locations it was necessary to carve campsites out of virgin territory. Less than a week after their arrival the news was circulated that someone had heard their new radio "friend", Tokyo Rose, broadcast a welcome to "the three new amphibian regiments and service units in Australia." "We will come over to see you one of these days," she added. They never did. Instead we soon headed to "see" her.

The Amphibs were enthused and anxious to go immediately into combined training with Australian and other American troops, but got a rude awakening when they found no landing craft available. The fine assembly plant at Cairns where hundreds of landing craft were to have been ready just did not exist. The boat assembly unit had arrived early in December only to find the building which was to house their plant not even started and the site still encumbered with an old sawmill whose owners were holding out for a higher settlement. On top of this, the transports bringing the equipment and knockdown landing barges seemed to vie with each other in arriving at separate ports. It was many weeks before the

Aboard the "SS Noordam" going overseas. February 1943. Favorite indoor sport quickly passes the time (and money) for all concerned.



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Rockhampton, Queensland, Australia. April 1943. General MacArthur and Lt. Gen. Eichelberger inspect the 542 Regimental Area. Col. Fowlkes and Lt. Col. Simpson escort our distinguished visitors.

equipment was sorted out and finally delivered over the rushed Australian railways to the plant so production could get started.

Until boats could be made available to them, training in the regiments was principally in infantry tactics with particular emphasis on jungle fighting. Equipped with the new jungle uniforms and kits, troops were taken on bivouac into the Australian bush country for periods of a week or more, during which time they carved their way through jungle terrain, executed jungle problems, slept on jungle hammocks, and subsisted on jungle rations. Schools were also conducted for the training of Amphibian Scouts in their job of making a reconnaissance of hostile beaches and of slipping stealthily ashore in advance of an operation to install beach markers and otherwise facilitate the landing of the first boat waves. Classes and practice in anti-aircraft firing, aircraft recognition, signal communication, boat maintenance, water-proofing of land vehicles and in the use and maintenance of the amphibian vehicles formed an important part of the training period for the rest of the brigade. Meanwhile the shore units were given specialized training in such work as laying matting for beach roads leading from the beaches. Experiments were also conducted at this time in the use and effectiveness of the new 4.5-inch secret barrage rocket.

While this training was in progress both at Rockhampton and at Cairns, the 562d EBM Co. and men of the 532d EBSR pitched in to help the 411th Engineer Base Shop Battalion set up their boat assembly plant at Cairns. They worked twenty-four hours a day, mostly in the heaviest tropical rain and mud. On one fine day early in April, 1943, they had the satisfaction of launching their first LCVP, a landing craft destined to land combat troops on enemy shores. Soon seven completed boats were daily coming off the three mass production assembly lines. The brigade took on new life as the boatmen got back to the throttles and began to learn about this new type of craft which differed in many respects from those they had operated in the states.

Now the brigade had to make another rail shipment of LCVPs, all the way from Cairns to Rockhampton, six hundred miles. With the narrow gauge Australian railways and their small flat cars, this was no easy job. With only inches to spare on horizontal and vertical clearances, the train load of nineteen LCVPs finally reached Rockhampton. This trip contrasted strangely with the 150 boat movement in October 1942 from Cape Cod to Carrabelle on the American railways.

It was at this time that the brigade almost got its first combat mission. Late one night in March, Sixth Army called General Heavey on the Secraphone (this phone cannot be tapped) and was asked how many combat troops he could alert to be moved to the west coast of Australia. It appeared one of our aviators had observed a Jap invasion convoy heading for Australia. There were very few combat troops in Australia at the time to meet such an attack. Our shore battalions and headquarters units at Rockhampton were quickly outfitted and reorganized as infantry and all plans made to move on short notice. However the Jap convoy evaporated into thin air and a few days later the alert was lifted.

Early in April the brigade was honored with a visit by the Theater Commander, General Douglas MacArthur. His interest was centered mainly on the operation and effectiveness of the new types of Amphibian equipment. He climbed aboard a DUKW and, after a short trip in and out of the surf, he appeared favorably impressed with its possibilities in amphibian work. He witnessed a demonstration of boat and shore operations and exhibited a keen interest in the accuracy of the timing. He devoted much attention to the range and effectiveness of the rocket firing. The friendly manner in which the General talked with the officers and enlisted men alike caused many a heart to beat faster that day. Bursting with pride, the fortunate few with whom he had conversed wrote home that they had talked with General MacArthur and then joyfully shook hands with their buddies who sought only to "shake the hand that shook the hand — — —."

During the next few weeks, preparations were made for a large-scale demonstration of special equipment and tactics employed by the Amphibian Engineers. This demonstration, which was staged late in April on a beautiful beach near Yeppon, Queensland, was attended by a distinguished group of high-ranking U. S. and Australian officers, including Lieutenant General Walter Krueger, Commanding General of the Sixth U. S. Army; Lieutenant General Robert L. Eichelberger, Commanding General of I Corps; Brigadier General (later Major General) H. J. Casey, Chief of Engineers, GHQ; Major Generals Berryman, Vasey, and Dewing of the Australian Army; and Colonel Wong of the Chinese Army. Emphasis was placed on the work of the Amphibian Scouts and the use of the barrage rocket. The scouts were brought to a point several hundred yards offshore in a small boat (simulating a submarine), and from there, they swam ashore towing a supply of provisions in a floating jungle pouch. Under cover of a smoke screen, LCVPs landed infantry troops on the beach. A simulated air attack was staged and machine gunners on the boats successfully warded off the "raiders." The shore engineers landed on the second wave and set up machine guns, decontaminated gassed areas, exploded land mines, laid road matting and removed obstructions. The DUKWs were used to bring ashore materiel and supplies of all classes, direct to the dumps established back of the beach. The climax of the demonstration was the firing of rockets from a DUKW at a target on Bluff Rock, an island fifteen hundred yards off the beach, under the direction of Major Volgenau. Two ranging rounds were fired and the fire-for-effect salvo landed squarely on the target, demolishing it completely. This was the brigade's first large-scale show in Australia and caused favorable comments about the latent possibilities of such a unit in combat.

Early in July, 1943, the brigade began using its present appellation of "2d Engineer Special Brigade" and the regiments became "Boat and Shore Regiments." The word "Am-



Rockhampton, Australia, March 1943. Co. E, 592 EBSR returns after living one week in the jungle testing special jungle equipment.

phibian" was entirely deleted from the name. There is no explanation of why the word "Special" was substituted in place of "Amphibian," but it is thought that it was done for the sake of secrecy. All brigade units, with the exception of the 542d EBSR, moved to Cairns, Queensland, in June 1943, for better combined training with the Australians and U. S. Navy. Upon arrival the Brigade Headquarters divided itself into an advanced operational echelon and a rear administrative echelon. The Navy sent an amphibious staff under the command of Rear Admiral Daniel Barbey ("Amphibious Dan") to Cairns, and with them the brigade established a joint headquarters for close cooperation in the combined training off Cairns and in preparation for coming operations in New Guinea. At this time the 562d EBM Company was reorganized and expanded into the 562 EBM Battalion. Realizing that successful operations would be in direct proportion to the efficient maintenance of our landing craft, General Heavey, in his thorough long-range planning, had insisted on this expansion. The new plan allowed a complete Boat Maintenance Company to go with each regiment detached from the brigade for special missions.

The process of reorganization and the movement of the additional brigade units from Rockhampton to Cairns did not hamper the training program that was already under way by the 532d EBSR with the Australian troops. The Aussies were anxious to get into the fight against the Japs who were already threatening the northern shores of their homeland. When the Amphibs heard that they were going to work with the famous 9th Australian Division (the "Rats of Tobruk") in impending amphibian operations in New Guinea, they took hold with renewed vigor and determination. These veteran AIF troops who had performed so admirably in the defense of Tobruk against Nazis, Fascisti, and desert sands had won every Amphib's confidence long before actual training began. In the very waters where Zane Grey had deep-sea fished off Cairns they sought to gain the 9th "Divvy's" confidence by demonstrating skill in boat operation by delivering them safely and on time on strange but correct beaches after an all-night trip in darkness and fairly rough seas. It was not long before the Yank and Aussie staffs were talking with the same terms, we Americans becoming familiar with their organization, abbreviations, and tactics, and they with ours. Several

- officers and men were sent to live and work with the Aussies and they reciprocated by sending men to our units. The men of the 2d Brigade soon learned that "bloody" did not necessarily mean spattered with gore, and the Aussies learned that certain American appellations became terms of endearment—rather than a reflection on one's ancestry—when said with a smile. Their Commanding General, Lieutenant General Sir Leslie Morshead, said, "We must have no secrets from each other. We must show each other everything we have in our pockets." This is exactly what was done.

The 532d EBSR and the 9th Australian Division cooperated in practice maneuvers on Trinity Beach near Cairns daily until the 532d departed later in July for their advanced base at Morobe on the north shore of New Guinea. The 592d EBSR, which had established itself in Cairns by this time, continued to carry on these practice maneuvers with both the 9th and then later the 6th and 7th Australian Divisions, while the 542d EBSR continued such limited boat training as was possible with the boats available in the Rockhampton area.

From the early part of May until late September, one brigade unit after the other was on the move from Australia to New Guinea. At first, because of the scant supply of landing craft, just small detachments were formed and sent north to perform specific missions and to "feel out the situation," but as the Cairns assembly plant gradually increased its production to thirty and forty boats a week, these detachments were expanded until they finally embraced full companies and battalions. It is hard to believe that the 2d ESB was less than a year old when it got its first taste of combat, but their first year was replete with thorough and intensive combat preparations. Now the aspiration of every Amphib "to get into this mess and help clean it up" was at hand.

Except for a few lucky furlonghees who got down to Sydney a year or so later, the happy days spent in Australia were over. The brigade was Guinea bound! The first important step in the road to Tokyo!

Rockhampton, Australia, March 1943. Men of Co. E, 592 EBSR, return from an eight day jungle trip where they tested new equipment.



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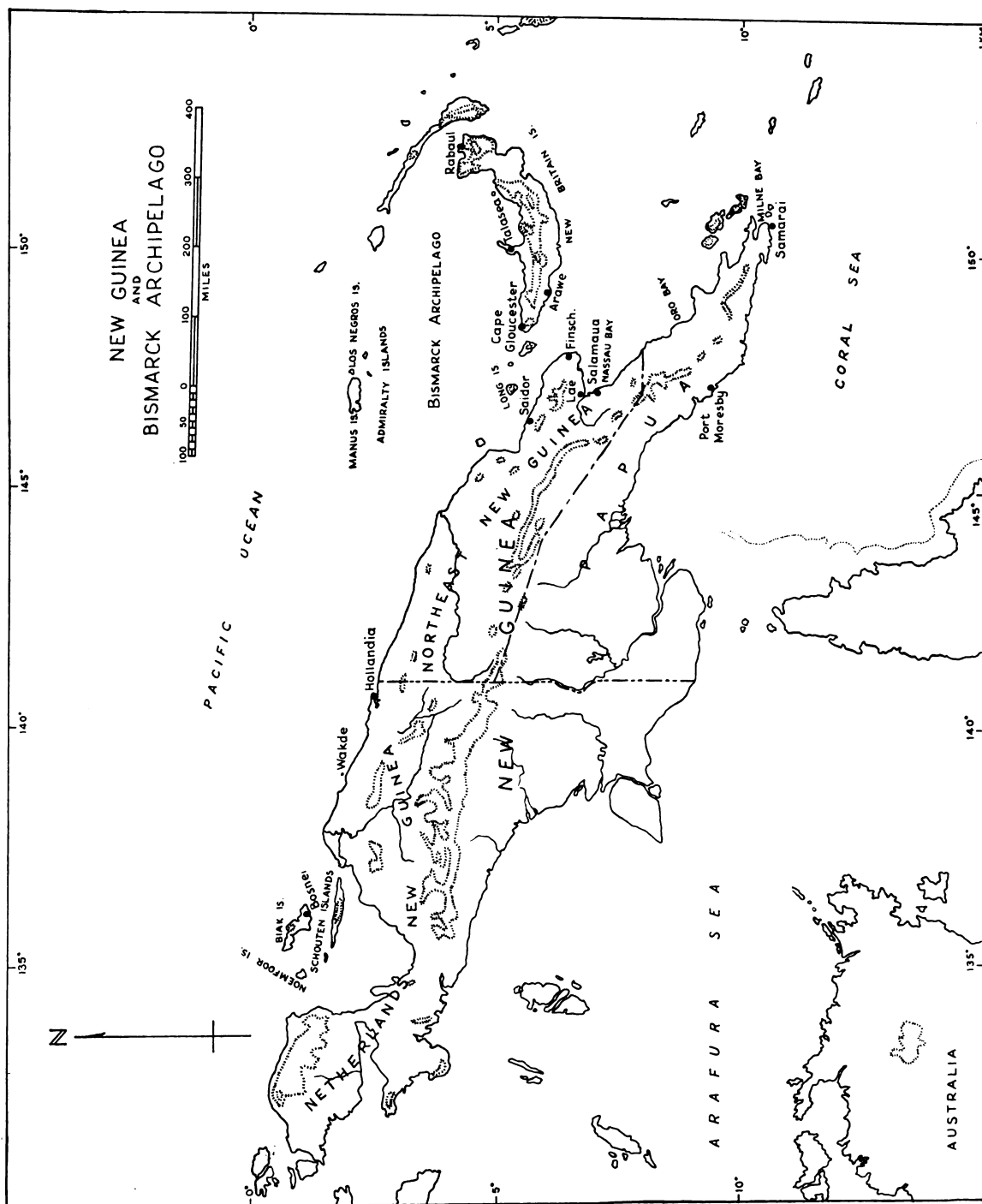
Chapter IV

Baptism of Fire

NEW GUINEA, the land of the Fuzzy Wuzzy, was to most Amphibs little more than a place on the map that they had read about in their eighth grade geography until the Japs started their invasion in 1942. Then it became a focal point of world attention. Divided into two parts, with the Dutch controlling the western half and the Aussies the eastern, New Guinea is the world's second largest island, famed for its lofty Owen-Stanley mountain range and its vast mineral deposits. It is also famed for some of the worst jungles in the world. Roads are practically non-existent. Malaria, scrub typhus, and "jungle rot" of the skin are much worse enemies than the touted cannibals of the interior ever were. Actually the natives we encountered were, on the whole, friendly and helpful. Its shores offer some long stretches of excellent landing beaches but at many areas, massive sharp coral reefs make the beaching of landing craft almost an impossibility. Viewed from the air these reefs are jewels of beauty with their vari-colored shades of green, yellow, purple and violet. To our boatmen seeking a landing beach, they had no beauty.

When the Amphibs were first informed that New Guinea was to be their ultimate destination their first request was for coastal charts. They got a rude shock when they were informed that the only charts obtainable were very sketchy and unreliable. The brigade coxswains quickly discovered the truth of that statement, although, throughout the entire New Guinea campaign, the cautious manner in which they maneuvered their craft kept boat damage due to crashing on some uncharted reef at an absolute minimum. It was simply a matter of feeling their way along and then charting the beaches themselves. Another surprising element with which they had to contend was that the tides were unpredictable. Instead of the high and low tides which could easily be determined in the States from prefigured tide tables, here in New Guinea nature was a freak on tides. We were so close to the equator that neither the time nor the amount of the tide could be predicted. Usually there was only one high tide a day instead of two. Such was the terrain of New Guinea, the land of searing sunshine and torrential rains, of malaria and skin rot, where the Amphibs were to make themselves "at home" for the next year and a half.

For the sake of the record and to settle an argument between two Amphibs that was overheard recently, a detachment of the 592d EBSR was the first brigade unit to pitch camp in the New Guinea mud. It's true that several officers and men, including the General, Col. Steiner, and Lt. Col. Brockett, had made prior reconnaissance trips to New Guinea, but they returned to Australia with their reports and cannot be counted as a "permanent unit." In the first week of May, 1943, this small detachment of ten LCMs under 1st Lieutenant (now Captain) E. S. Schenk, 562d EBM Battalion, of Greensboro, North Carolina, moved by Liberty ship with ten used LCMs from Brisbane to Port Moresby. From there they were to run missions to the mouth of the Lakekamu River over one hundred miles westward. Seven of the LCMs were later routed to Milne Bay to perform lighterage duties there.



The Aussies, firm in their belief that the Japs had a large concentration of supplies in the vicinity of the Wau gold fields, were constructing a road over the Owen-Stanley Range from the village of Bulldog, thirty miles up the Lakekamu River, to that base. They figured that supplies for the attacking allied troops could easily be taken up the winding Lakekamu River to Bulldog on flatbottom barges. Using Yank engineer equipment they had made fair progress until the New Guinea "April showers" converted the small creeks and rivulets into raging torrents and their roadway into a flooded area. The project had to be abandoned. The LCMs then had the job of bringing back to Moresby all useful engineering equipment.

Their first trip along this strange, uncharted coastline was full of excitement. Two LCMs started out one night from Moresby each with a native guide on its bow to direct the boat's course through the coral-reefed waters. Jap air attacks were frequent enough to make daylight trips in these waters rather dangerous. Although progress was exceedingly slow, the boat crews were amazed at the native's uncanny skill of direction. Captain Schenk admits that at one time when his guide pointed dead ahead and whispered to him "Light!" it was fully half an hour before he could see that light even through his powerful night glasses. When they reached the mouth of the river they encountered other problems. The surf was unusually heavy. There was a three-foot sand bar over which the LCMs could pass only two hours out of the day and, once inside the river, they had to stay until high tide returned. The trip up the river to Bulldog was an experience in itself. The river wound and twisted so much that to cover the thirty miles "as the crow flies," they had to travel over one hundred miles on the river. Logs, rocks, and dense overhanging jungle made their trip even more dangerous. An occasional crocodile glided by. There was also the constant threat of a Jap air attack and several times they were forced to scurry for the shelter of the river bank. On one occasion a Jap plane swooped down on two of our boats in a strafing attack. The only damage was a couple of bullets in a box of bully beef. The men on the boats said that the "bully beef was so tough that even bullets couldn't go through it!"

Port Moresby had no maintenance facilities for our boats. The detachment from the 562d Boat Maintenance Battalion ingeniously solved some maintenance problems "on the spot." To change props on the boats they constructed log barriers on the beach at low tide and brought the boat over the barrier at high tide. When the tide receded, the boat was left high and dry and the prop could be changed easily. It was a slow process but their job was accomplished. Another of their problems was the procurement of necessary small parts



Col. John J. F. Steiner, CE, Commanding
582nd Engr. Boat and Shore Regt., 1
October 1942 to 11 February 1944.

for the boats, but always their Yank ingenuity offered a ready solution. At one time they were in dire need of rubber strut bearings. None were available. To wait for a shipment from Australia was out of the question. The boats must be kept running. The bearings were made of wood, "New Guinea Iron wood," probably one of the first instances of wooden bearings for shafts of landing craft. The Moresby detachment continued to function until late August when all the personnel and craft were sent to Milne Bay to assist in lighterage duties at that base.

During the early fall (March is "fall" south of the equator) General Heavey, in anticipation of coming brigade operations along the New Guinea coast north of Milne Bay, reconnoitered for a base in the vicinity of that bay to be used as a staging area for brigade troops and as a maintenance area for brigade landing craft on their way north from Australia into combat. The Milne Bay region was selected because it was the most advanced point to which the Navy would agree to send large ships capable of carrying landing craft. The island of Samarai was selected as the best site for a base of this sort.

Samarai is approximately a mile long and a half mile wide. As one of the two ports of entry for Australia in New Guinea before the war and the seat of the Papuan Government, Samarai, in spite of its small size, had been a port and town of considerable importance. It was the only approximation to a Hollywood South Sea island we ever encountered and even then the likeness was not startling. The business district had been demolished by the Australian Military Forces at the time of the Japanese invasion of Milne Bay but the majority of the private residences and the hospitals were still intact and available for use by the occupying troops. Water supply was assured by rain water cisterns. Mosquitoes were rare on this island. Tropical flowers were in profusion.

Approval of the plan and site having been received, Lieutenant Colonel Allen L. Keyes (now Colonel) of West Point, New York, formed a detachment of about three hundred men from the 542d EBSR, embarked at Townsville, and proceeded to Samarai early in June. The landing was effected quickly for natives claimed a Jap submarine had surfaced near the island two days before, apparently to charge its batteries. Their first job after setting up camp was to establish a small boat maintenance shop and to build a dock on the site of the old government wharf which had disappeared during the "earth scorching" by the Aussies. Concealment areas for over three hundred landing craft and camp areas for three boat companies were selected and prepared on the neighboring island of Sanbi. However, military operations advanced too fast for the Samarai base to attain the importance which had been foreseen. The Navy relaxed its previous restrictions after the completion of the successful Nassau Bay landing in which the 532d EBSR played an important part. The landing craft could then be deckloaded all the way from Cairns to Oro Bay eliminating the necessity for any stop at Samarai.

Every participant in the Samarai "mission" remembers well the very cordial relationships that existed between the Amphibs and the Aussies stationed near Samarai. The shop facilities of each unit, were extended to the other and on several occasions the Aussies performed machinework for the Amphibs that was beyond the scope of the simple equipment the engineers had. To show his appreciation for this cooperation Colonel Keyes invited them to share their Fourth of July dinner and to play soft ball and cricket with the Amphibs in honor of Independence Day. It would not be truthful to say that we won at cricket, but all enjoyed it.

Colonel Keyes tells the story of how his encampment was awakened early one morning by the sound of several shots echoing in the night air. Upon investigation one of the perimeter guards admitted firing the shots and gave the excuse that he had seen a "man on horseback" galloping down the road at breakneck speed and, when he failed to heed the



Oro Bay, New Guinea. Sign post on the road to Tokyo. All units of the Brigade staged from Oro Bay for various operations from May 1943 to June 1944.

order to halt, he had fired. Unfortunately the guard missed and there was no evidence to support his story. The next evening the performance was repeated by another guard. His story was the same. It seemed strange that no one else ever saw this "man on horseback" who may have been Sleepy Hollow's "Headless Horseman" returning to haunt a new world. The guard was increased and instructed to capture the intruder when he next appeared. He never did. Colonel Keyes said that a few days later he congratulated his guards on their vigilance, but with the next breath he expressed his regret at their poor marksmanship.

By the end of July the detachment had received sixty LCVs from Australia. When orders were received to move to Oro Bay, there were not enough crews to man all the craft, the shipment of boat companies from Australia having been delayed. However, the trip had to be made immediately, so engineers and seamen became coxswains overnight and shore personnel and even medics were used to fill out the crews. Loading every barge to capacity they started out and soon were past Milne Bay and around the north coast. All went along nicely until nightfall—then "the storm came." The inexperienced crews faced a most severe test and over half of them lost their formation and scattered in all directions. At dawn the storm abated and the "lost" boats anchored in the safe harbors of Goodenough Island. One of our boats hit a coral reef and was damaged so that it could not continue the trip. It was stripped of its engine and all salvageable equipment but the hull had to be abandoned. Nature, as much an enemy to us as the Japs, had claimed its first victim from us. Colonel Keyes admits that he spent many anxious moments in rounding up his boats but the job was soon accomplished and the convoy proceeded on its way to Oro Bay. On every convoy since then a fast command boat has gone along to keep the other craft in formation even in the roughest seas.

As the memory of the Samarai detachment fades into history, the brigade often looks back on the lessons learned there, the friendly associations with the Aussies and those hot, humid working days. Inexperienced in the rigors of jungle life, the Amphibs soon got used to days of alternating tropical heat and rain and, like engineers who are happiest when constructing something, never displayed fatigue as long as they could "watch things grow."

The first brigade unit to become engaged in actual combat with the enemy was a detachment of the 532d EBSR that was sent to Oro Bay in May, 1943, to join forces with the 41st Infantry Division. Their craft were deckloaded as far as Milne Bay, but at that point they were forced to unload and proceed under their own power as the Navy considered

waters beyond Milne Bay too dangerous for large ships. Brigade boat crews took over the barges and ran them more than two hundred miles up the coastline to Oro Bay in their first long run through the coral-reefed waters with which they later became so familiar. On this trip they also received their first baptism of fire, although it came from an American—not a Jap—machine-gun. Most of the Yanks fighting in New Guinea had seen much more enemy activity than allied up to that time. Despite advance notice that American barges would arrive that night at Oro Bay, a gunner with an itchy trigger-finger was sure those strange craft approaching out of the night and blinking recognition signals to the shore were Japs trying to fool him. He was an accurate gunner, too, for his second burst pinged against the boat's armor. Fortunately, however, no one was injured and the boat crews were convinced the armor of their boats would turn small arms fire—and American ammunition at that. This knowledge was often very comforting in later operations. The numerous bombed and wrecked ships in Milne Bay and Oro Bay were mute evidence to our boatmen that they were now in combat areas. At night lights were blacked out. Red alerts were frequent.

Shortly after their arrival in Oro Bay the brigade suffered its first personnel casualties due to enemy action. On the night of 18 June 1943, Jap planes dropped five "daisy cutters" in their camp area. When the shock had subsided the first thought of every man was, "Was anyone hit?" The sudden realization that the greatest misfortune of war had struck in their midst came to them when they moved away the debris and found one of their buddies, Technician Fifth Grade Harold L. Nelson, Co. A, 532d EBSR, of Horrick, Iowa, killed; our first battle casualty. Four other men were wounded. We resolved the Japs would pay for his death; everyone redoubled his efforts.

New Guinea, September 1943. "Moby Dick, Jr." the 2 ESB's only plane, given up after being cracked up by Air Corps pilot on both of its flights.



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While the Amphibs were assembling and training in Australia from February to May, 1943, elements of the 41st U. S. Infantry Division were busy on the upper side of the southeastern tip of New Guinea pushing the Japs back along the shoreline from Buna. The southward surge of the enemy invaders had been definitely halted in the bloody battles of Milne Bay, Buna, and Sanananda. The Yanks and Aussies took up the offensive but their advance was slow and uncertain due to lack of landing craft for coastal supply and for making "End runs" around the Jap's strong defense lines. The Japs and Americans were locked in a struggle for supremacy in the skies over this area. It was definitely not safe to expose a large ship to Jap air attack in the waters around Buna. The same situation applied to Jap ships as the bombed wrecks in these waters clearly showed.

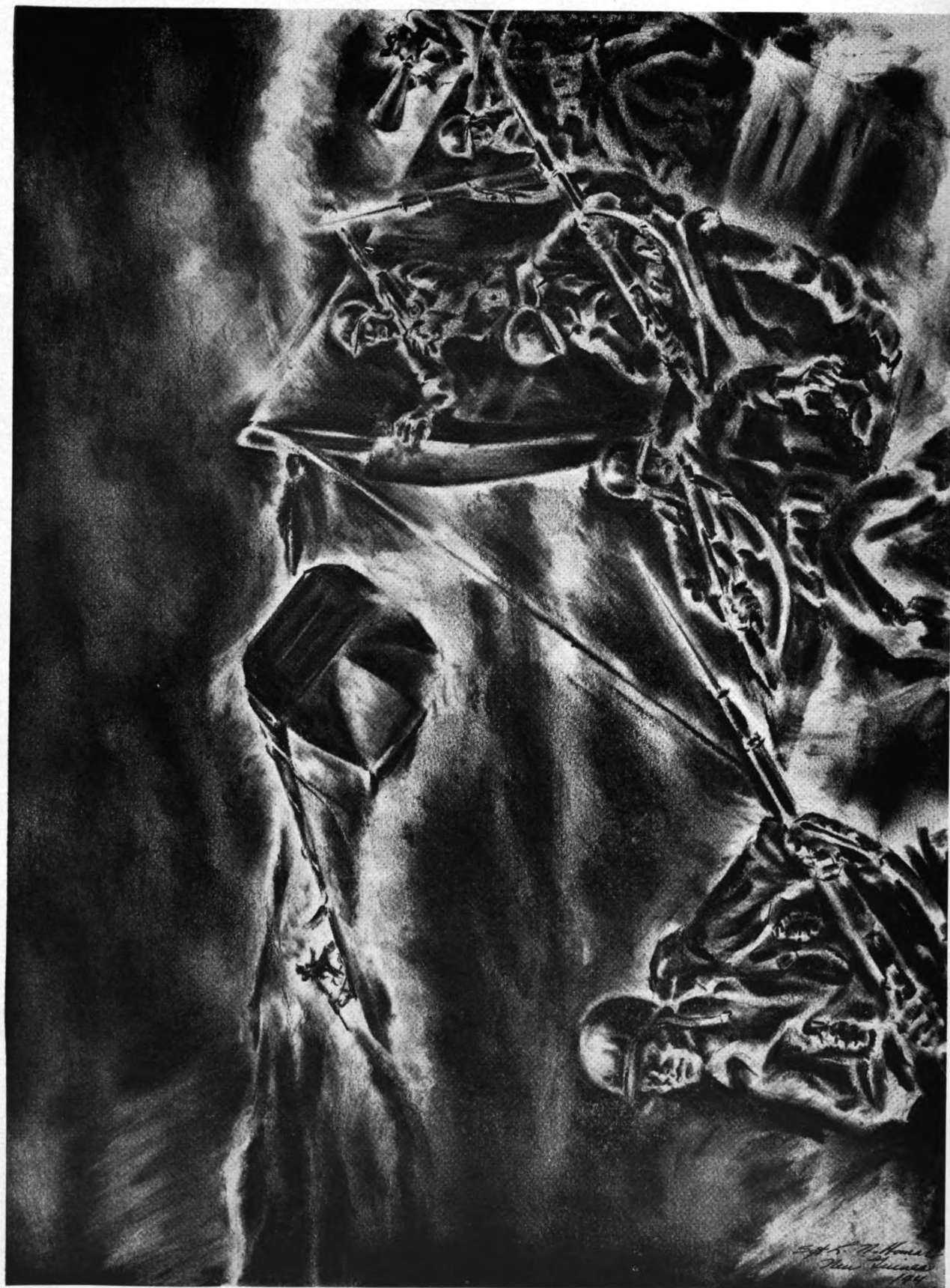
The Amphibs were anxious to go to their assistance but were unfortunately not yet equipped with landing craft. If the boat assembly plant in Cairns had been in operation upon the Brigade's arrival overseas, there is no doubt but that the brigade would have been in combat several months sooner. They were urgently needed and anxious to get into combat, but the lack of landing craft stymied them. As rapidly as the boats came off the assembly lines at Cairns in April, 1943, and the boat operators were given an opportunity to refresh in their minds their earlier boat training, special detachments were formed and sent to the combat area. By early June three such detachments were already in operation in New Guinea—at Moresby, Samarai and Oro Bay. The rest of the brigade continued training at Cairns with the Australians and champed at the bit to get going against the Japs.

While these detachments were getting themselves established, plans were being made for the brigade's first combat operation. This was a small-scale job compared to the amphibious strikes destined to come later, but it included practically all the adverse elements that can rise to plague an invasion operation—a raging surf with its resultant loss of boats and supplies, unfavorable terrain ashore, heavy enemy opposition, serious resupply difficulties and death.

By the end of June the Oro Bay detachment had established a small base for operations at Morobe about midway up the coast from Buna to Salamaua, the latter being operated by the Japs as a principal supply base. Morobe was famous for an unusual tragedy. One day a couple of doughboys were sunning on the beach. Suddenly a streak like a submarine came in from the sea. It was a crocodile. Before the men could get away, the crocodile grabbed one by the leg and dragged him off to sea, never to be seen again. Before our move to New Guinea we had been warned of the ferocious crocodiles and sharks we would encounter. Outside of this one incident we did not actually have any encounters with "croc" or sharks. The men rarely saw any and found that when they moved in a new area, the animals invariably moved away and left the area to man. The bugs and mosquitoes, on the other hand, multiplied wherever we moved.

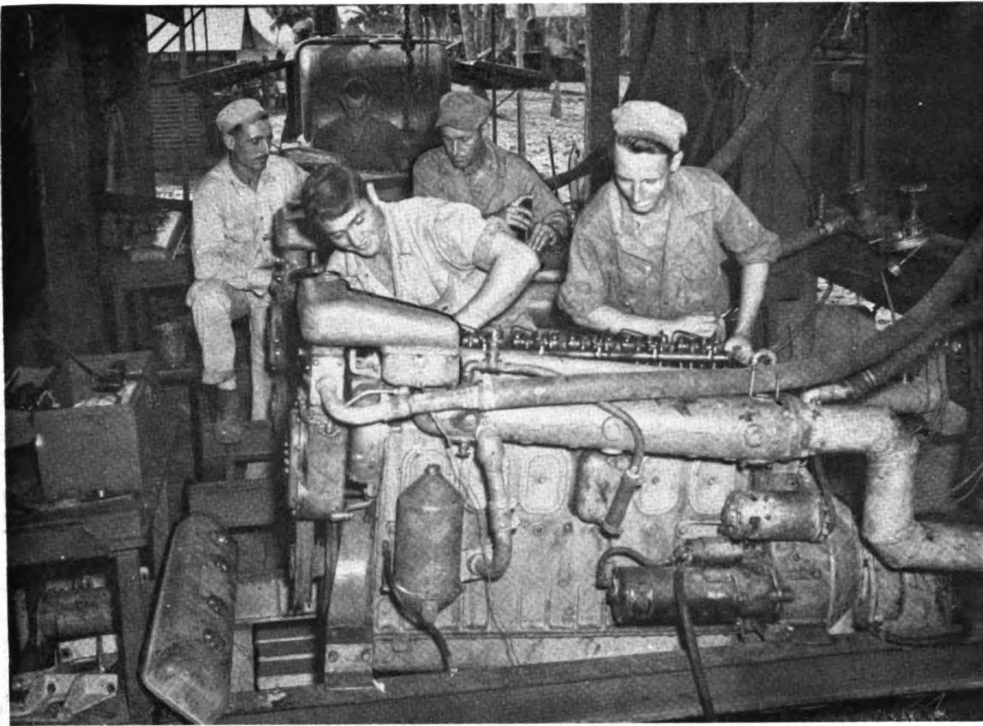
As dusk fell over the operational staging area above Morobe on the night of 29 June 1943, a task force of infantry from the 41st Division loaded into all the available 532d barges; namely, 29 LCVPs and two captured Jap barges, and set out for a landing behind the Jap lines at Nassau Bay only a few miles below Salamaua. Never before in the southwest Pacific had the allies attempted a landing behind the Jap lines. These men were pioneers in amphibious warfare.

Escorted by only three PT boats, the convoy inched northward a few miles off the enemy-held coast through the inky darkness and into ever increasing rain, wind and heavy seas. Natives who had lived in the vicinity for years said later that the storm on that particular night was the worst within their memory. There were supposed to be allied patrols on two small islands along the course to flash distinguishing lights so that the convoy could frequently check its course, but the storm made the location of these lights impossible.



A and B Companies, 532 Amphibious Engineers and the 162 Infantry at Nassau Bay.

Drawing by Sgt. L. N. Homer.



Oro Bay, New Guinea. February 1944. Rebuilding a boat motor in the shop of 1570 Heavy Shop Co., 562 Engr. Boat Maint. Bn. Front left: Tec. 5 Neborsie D. Perona, Front right: S/Sgt. James B. Connors, Jr., Mid. Left: 2d Lt. Joseph A. Carreno, Mid. Right: T/Sgt. John L. Cathey, Extreme Rear: Tec. 5 William T. Chaplin.

The PT boats were too fast even at their lowest speed for the convoy and could not effectively guide it. Their craft cruised at twenty-five knots, ours at eight. One wave of boats got off the course entirely and went beyond the objective beach. Realizing they had lost the convoy they returned to Mageri Point. This proved most fortunate, for the boats of this wave were the only ones available for several days to run resupply missions to Nassau Bay.

The main group of boats finally located the landing beach. An Aussie patrol from the mountains had infiltrated through the Jap lines to the objective beach and flashed recognition signals to the convoy. They were barely visible in the murky, rainy darkness. The Japs had noticed the flashing signal lights and to create confusion also began to flash meaningless signals with the hope that the boats would land directly in front of their gun positions. But the Amphibs were not to be fooled for they directed their boats straight toward the lights of the Aussie patrol and pulled their throttles wide open. It was obvious to the experienced boatmen that the barges could not be beached successfully in the churning surf, which was now running twelve feet high, but orders were to land that night. So land they did, an hour after midnight, even though the boats were tossed about like match sticks as they approached the shore. Much equipment, weapons and ammunition were lost in the landing but every soldier was put safely ashore. Most of the boats were unable to retract and twenty-one of them were left swamped on the beach, twisted in every direction while the surf pounded them into distorted shapes within a few minutes. The boatmen salvaged what they could from the wreckage, including some machine guns taken from the

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boat mounts. They then reported to the infantry commander and were assigned a place in the perimeter for defense of the beachhead against the Jap attack they knew would come. The enemy was known to have considerable strength in the area but it was not until the next evening that the Japs struck. The delay was explained later when a captured Jap captain said the roar of the boat motors, as they sought to get off the beach, sounded to the Japs like tanks were being landed. They refrained from counter-attacking until they found out that the American forces were small and had no tanks.

As darkness fell over the creepy jungle on their second night ashore, the Amphibs were well dug in along the beachhead's southern perimeter. It was their job to defeat any Jap counterattack on that flank. This task was a far cry from the operation of landing craft but one look at the broken LCVP hulls scattered along the beach behind them and their knowledge that about seven hundred Japs were two hundred yards in front of them decided what they had to do. Their situation was desperate for only part of the force landed and much of their ammunition and some of their weapons were lost in the raging surf. There was little hope for prompt reinforcements for all knew of the shortage of landing craft.

With no previous experience in the wily Jap infantry tactics the Amphibs did not know what to expect, but they had heard stories of the tricks the Japs had tried to pull on the Yanks, and so they alerted themselves for some sort of ambush. They had not long to wait, for on the first exchange of rifle fire, two figures loomed out of the jungle darkness ahead of them. The first figure was definitely that of a Jap with both hands stretched over his head, one of them still clutched his "Tommy gun." It appeared that he was being marched along at the point of a rifle by a fellow American trooper; however, when both were in the midst of the Amphibs, the "captor" also proved to be a Jap and they began to blaze away incessantly at their surprised victims. Luckily, they were poor shots even at such close range and their plan was quickly thwarted. An M-1 bullet in the head dropped the first Jap and the sharp thrust of a hunting knife in the throat of the other quickly accounted for him. Toward morning the enemy, some of whom spoke a few words of perfect English, attempted to seduce the Amphibs from their hiding places and foxholes by slithering through the brush close to them and calling out: "All you engineers fall in," "Hey, Joe," "Come on out, you Yanks, your boats are coming in," and "Come on out, we're surrounded." The Amphibs were wise and kept silent. Another of their treacherous tricks was to spray the immediate area with a submachine gun and then call out, "Is anybody hurt in there?" If an answer were received, a second burst would be directed at once to the spot from which the voice seemed to come.

Before dawn a group of Japs suddenly made a Banzai charge. Although many were killed by our men, some managed to reach our foxholes. Hand to hand fighting ensued. Here our training at Ord on knives and judo paid dividends. At least a dozen Japs were disemboweled in these scraps and others failed to attack after hearing the screams of those gutted by American knives. It is no wonder that the Amphibs breathed a huge sigh of relief as the first streak of dawn broke over the eastern horizon. It was a costly night for the Japs, for their corpses were strewn in large numbers over the terrain, but the engineers did not escape unscathed. 2d Lieutenant Arthur C. Ely, Co A, 532d ESB, of Scarsdale, New York, had led his men courageously during the first part of the fighting, but a chance sniper's bullet killed him instantly while he was crawling to the aid of one of his wounded men. Throughout the remainder of the night six other men were killed and eight wounded. Caring for the dead and wounded the next morning was a grim aftermath to a fight for which every Amphibian can be proud. The brigade's baptism of battle was over and victory had been achieved against overwhelming odds. The infantry

commander later congratulated them on their splendid performance and disclosed to them that all would have been lost had not the boatmen made such a courageous stand and successfully held the south flank. He stated that all his reserves had been committed to repel a Jap attack from the north and not a man was available to help the hard pressed engineers on the southern flank.

Radio messages came back to the rear echelon at Morobe that there was urgent need on the new beachhead for medical supplies and ammunition—particularly hand grenades—due to the fact that so much of these essentials had been lost in the swamped boats. On the second morning after the assault on Nassau Bay, 2d Lieutenant Charles C. Keele, Co A, 532d EBSR, of Dearborn, Michigan, set out from Morobe in a lone LCVP with a four-man boat crew to deliver a barge load of urgently needed supplies to the troops on the beleaguered beachhead. As they moved up the coast a Jap plane sighted their barge and swooped down in a terrific strafing attack. Lieutenant Keele was seriously wounded and the boat badly damaged, but kept going. The crew begged him for authority to return so that they could get him to a hospital but he refused even to consider turning back. He knew how desperately the men at Nassau Bay needed his cargo. Disregarding his own weakened physical condition he directed emergency repairs to the damaged craft and ordered them to "get those supplies in if it is the last thing you do." The men obeyed his command and the supplies were delivered to the waiting infantrymen. Shortly after Lieutenant Keele was brought back to the hospital, his life slowly ebbed away. For his courage and intense devotion to duty he was awarded the Distinguished Service Cross posthumously. Later in Detroit his photo was displayed as a hero on a huge War Bond bill board.

The arrival of more troops on the beachhead during the next few days eased the situation and the Japs not already killed pulled back into the mountains or toward Salamaua. The Americans then started the drive on Salamaua. This consisted of step by step landings along the line as the steep mountains, wide streams, and thick jungle made movement through the interior almost impossible. Additional barges, manned by Amphibs, continued to bring in more troops, both American and Australian, artillery, tractors, jeeps, ammunition, rations, and many other essentials of an invading force. The weather having abated, the boats ran day and night with clock-like precision keeping the troops supplied from the sea as they moved on toward Salamaua. Returning boats evacuated wounded and carried mail, prisoners, and official dispatches back from the fighting front. They often landed reconnaissance patrols at night, silencing their motors and beaching almost under the very nose of Jap gun positions. At other times they would reconnoiter along the coast in broad daylight to draw enemy fire so the Allied artillery could locate and blast out the enemy emplacements. In addition to these jobs, special rescue missions were performed by the Amphibs. Several aviators who had had to bail out and parachute into the sea were rescued. The boats were proving themselves indispensable.

A few days after the landing on Nassau Bay two LCMs went to the rescue of the crew of a downed B-25 a short distance offshore. On the way they were strafed by four Jap Zeros that drilled nearly a hundred holes in the craft. Maintaining their determination never to turn back on a mission once begun, the crews of the two boats continued on their course and rescued the crew of the rapidly sinking plane. The spirit of perseverance that the Amphibs displayed on this particular occasion is exemplary of their work throughout the entire Nassau Bay-Salamaua campaign and was to be repeated time and time again.

Officially the Nassau Bay operation was over. Off to a good start and with confidence in their ability to outwit the Japs, the Amphibs followed up this success by pushing on Salamaua and by launching two more rapid and decisive operations that were to give the allied forces possession of the vital supply bases at Lae and at Finschhafen.

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Chapter V

Salamaua, Lae, and Finschhafen

EARLY in August a combat team composed of Companies C and D, 542d EBSR, under the command of Major (now Lt. Col.) Philip W. Long of Richmond, Virginia, relieved the Nassau Bay detachment of the 532d EBSR. By then the 41st Infantry Division had advanced along the coast as far as Tambu Bay, four miles below Salamaua, and it was the 542d's job to keep them supplied and assist them in every way possible in their final dash on Salamaua. This promised to be no easy job, for the Japs had received reinforcements from the north and were prepared to put up a strong resistance to any attack on their positions.

The combat team ran its first missions from Morobe to Nassau and from Nassau to the various beaches in the Tambu area. On the very night that they relieved the 532d EBSR detachment at Tambu they were subjected to continuous counter-fire of Japanese machine gun, mortar and artillery as the Yank infantry advanced to seize Roosevelt Ridge directly behind the bay. However, the unloading was not interrupted for the attitude of the shore party was that if the boat crews had guts enough to stick around and be unloaded under fire, they would unload them; while the boat crews announced that if the shore party had the stuff to unload them, they would put the boats on the beach. Fortunately, there were no casualties and by morning the new team had shown its mettle to the infantry who were convinced that here was another amphibian combination equal to any task placed before it.

The following week was one of greatly increased boat activity. Almost every night the boats ran two missions apiece carrying over 150 tons of equipment and personnel to the seven beaches north of Nassau Bay. During the day the same boats performed a variety of missions. The crew of the "Hector," a 542d navigation boat, under the command of Captain Wallace M. Mulliken of Champaign, Illinois, was often called upon to make a quick trip to the scene of a downed A-20 or B-25 to rescue the crew, or else to cruise slowly up and down in front of enemy positions to draw fire. Fortunately, Jap artillery was poor and the "Hector" never received a direct hit, but the boatmen were always glad when a trip of that sort was over and Yank artillery opened up on the disclosed Jap positions.

With the exception of a single night in the next two months, the Tambu Bay detachment received nightly fire from Japanese mortar and artillery. One night a dud fell six feet from their radio station. Whenever the shelling started, the boats waiting in the bay dispersed over a wide area, but those already on the beach being unloaded had to remain there. The spirit the men had displayed on their first night at Tambu never slackened and work continued "as usual" during every enemy barrage.

Another night, the latter part of August, the Amphibs were not so fortunate. As one of the LCVs was being unloaded on Lovell Beach near Tambu during a heavy barrage, it received a direct hit by a Jap mortar shell. A three-foot hole opened in the

port bow near the water line and the ramp cable was severed. Private First Class Pete Zubieta, Jr. of Elko, Nevada, seaman of the barge, was killed instantly along with several Australians in the unloading crew. The 542d coxswain, Technician Fourth Grade Leo Kordick of Bridgewater, Iowa, was wounded by shell fragments in the left hand, leg, and foot. Many others were injured along the beach or nearly buried under the shower of flying debris. Although the barge was apparently hopelessly crippled, Technical Sergeant (now 2d Lt.) Eric Hell Helleskov of San Francisco, California, and Technician Fifth Grade Joe Angerer of Grand Mound, Iowa, stuffed life preservers into the gaping hole and, after managing to raise the ramp despite the severed cable, retracted the boat and ran it twelve miles back to the base at Nassau Bay. This trip was fraught with tension and anxiety lest a wave should come crashing over the gunwales or push in their temporary life-preserver plug and sink the boat. They inched cautiously along until they finally reached home where the boat was repaired and soon placed back in service. For their gallant and courageous action both men were awarded the Silver Star. Landing craft were so scarce at that time that their saving of this boat was especially valuable. The nearest replacement was a thousand miles away as Cairns.

After a few weeks American air power became superior enough to permit daylight runs. Running in the daylight hours resulted in easier boat control and quicker unloading by the shore parties. Over two hours were cut in the running of a mission from Nassau to Tambu and return. The boatmen also preferred the risk of Jap air attack because at nighttime any shell passing overhead sounds close but during the daytime the boat and shore personnel could observe shell patterns on the ground and water and proceed uninterrupted with their duties while areas 400 to 800 yards away were being shelled. Of course, the boat movements could be observed by the enemy and they were often harassed by shelling and air attacks, but they were willing to take that chance to get the job done. The detachment lost its first LCV one night toward the end of August. It was loaded with three tons of pierced planking which takes a long time to unload as it is so heavy and bulky. The surf was high that night and, while the boat was being unloaded, it shipped a large amount of water. When the coxswain retracted from the beach the motor drowned out and the surf caused the boat to broach, smashing her port stern against the starboard stern corner of an unloading LCM. The boat sank within five minutes. It was, as someone later remarked, "just one of those things."

Early in the morning of 11 September a special reconnaissance mission was run with the object of discovering the extent of Japanese withdrawals and to spot the enemy's gun positions around Salamaua. The boats were run at 500 RPM's with their underwater exhausts which enabled them to go under cover of darkness to within 100 yards of enemy lines. When dawn broke, the observers in enemy gun emplacements in Salamaua took the bait that was dangled before them and opened fire. Fire was returned by the little 30-caliber machine guns on the LCVs to keep the enemy distracted while yank artillery spotted their targets, aimed and fired. Because of this mission the infantry was able to move forward rapidly and by nightfall Salamaua was occupied by American and Australian troops.

The fall of Salamaua came 74 days after the assault on Nassau Bay. During this period additional boats were brought up from Australia and put into operation by the Amphibs until they were running more than 100 barges. Their craft had made more than 300 tactical landings, transported nearly 10,000 troops, and carried over 15,000 tons of cargo. The effectiveness of amphibian warfare against the Japs had been proven.

Meanwhile, the 532d detachment that had been relieved at Nassau Bay moved to Milne Bay to participate in some final maneuvers with the 9th Australian Division in prepara-

tion for the assault on Lae. Since early spring General Heavey had been planning the part the 2d ESB would play in this operation. It was decided that since the 532d EBSR had trained with the 9th Australian Division in amphibious tactics while at Cairns, they should also put these troops ashore at Lae.

The first step was to consolidate the already far-flung 532d regiment at their advanced base at Morobe. Authority was obtained to send the regiment from Cairns to that base where it would be joined by their several small detachments already located near there. Early in August they loaded on transports at Cairns. Then the inevitable happened, new orders were received! A final dress rehearsal for the Lae assault would be held two weeks hence on Normanby Island in the Milne Bay area to iron out any difficulties that might possibly arise during the invasion. This particular site for the maneuver was selected because the Navy and Australian troops were stationed in that vicinity. But what a situation for the 532d! Most of the regiment were already loaded aboard transports and enroute to Morobe and the remainder were scattered in small detachments along the New Guinea coast from Oro Bay to Tambu Bay. To further complicate the matter, D-Day for the Lae operation had been tentatively set for September fourth which meant that the troops would have to be taken off the transports at Milne Bay while the men in the separate detachments were being relieved by another Amphib unit and were moving down to their base, then they would have to set up camp, participate in the rehearsal, embark again for Morobe, and complete their final preparations for the operation in less than thirty days! However, the Amphibs met this schedule in characteristic fashion. The rehearsal went off as planned and was generally considered to be very satisfactory. The principal point demonstrated by the rehearsal was that the Aussies were taking far too many vehicles in the initial landing. Loading plans were promptly corrected.

Immediately following the rehearsal the 532d was transported to Morobe in naval craft and upon arrival began rushing their final preparation. Final orders were received. The operation was to be a three-pronged offensive with a waterborne force landing east of Lae, a paratroop force landing northwest of that base, and an infantry force pushing up from the south. All three forces were to converge on the objective and annihilate any opposition. A large task force was assembled for the amphibious phase of this operation since the Japs were reported to have concentrated as many as 20,000 of their best troops at Lae. In addition to the LCVs and LCMs of the 532d, which were over 65 in number and carried personnel, tractors, beach matting to keep heavy equipment from bogging down in the sand during the unloading, conveyors for unloading heavy cases, vehicles, signal equipment, guns and ammunition, rations and various other essential supplies, the Navy was to furnish a number of their large landing craft and tank lighters. Major (now Lt. Col.) Charles B. Claypool, Hq. 532d, of Grand Rapids, Iowa, remained at Milne Bay to work out final details with the 9th Australian "Divvy" and the Navy. The Navy requested that the 2d ESB provide Amphibian scouts to go in on the first wave to establish markers on both Red and Yellow beaches and to make a beach reconnaissance. Major Howard Lea, the Brigade Operations Officer, arranged the scout detail which he ultimately led in the attack. Capt. (now Lt. Col.) Edward T. Rigney, Brigade Signal Officer, of Holliston, Massachusetts, prepared details of the final signal plan. Colonel J. J. F. Steiner, 532d Regimental Commander, of Birmingham, Alabama, was responsible for the regimental preparations and the execution of their part in the assault, although his Executive Officer, Lt. Col. Edwin D. Brockett of Fort Worth, Texas, would land with the regiment and direct their movements on the far shore.

Plans for their part in the assault worked out to the last detail, Colonel Steiner saw to it that every last man in his regiment who would participate in the operation was well



Lae, New Guinea. 16 Sept. 1943. View of Red Beach on D-Day as 532 EBSR lands 9th Australian Division. Shore Party unloading LCTs.

informed of the plan of action, what to expect, and exactly what he was to do. Sand table models of the beachhead were constructed and the operations were explained fully. Each man was made to feel that he would perform an integral part in what was to take place. They rested one day. Colonel Steiner felt that the preparation and training of his troops had reached a peak and that, like a highly trained football team, they should relax the day before the game. It was good strategy.

On that same day an incident occurred at Morobe that gave rise to some consternation and fear in the minds of many individuals about the probable outcome of all their detailed planning. General Heavey and several of his staff officers had arrived at Morobe to join Colonel Steiner and members of the 9th Divvy's staff for a last-minute conference after which they would all depart in the convoy to the far shore. While they were at their noonday lunch, a red alert was sounded but the all clear signal was given within ten minutes and the alert was forgotten. Soon the sound of planes was heard overhead but, as no alert was sounded again, they proceeded with lunch thinking the planes were friendly. Suddenly the harbor was filled with the sound of exploding bombs and it was realized belatedly that the planes were Japanese. There was no damage and no casualties, but the question in everybody's mind was, "What do the Japs know?" Certainly they couldn't have missed seeing the LSTs, LCTs and other landing craft that were in the harbor.

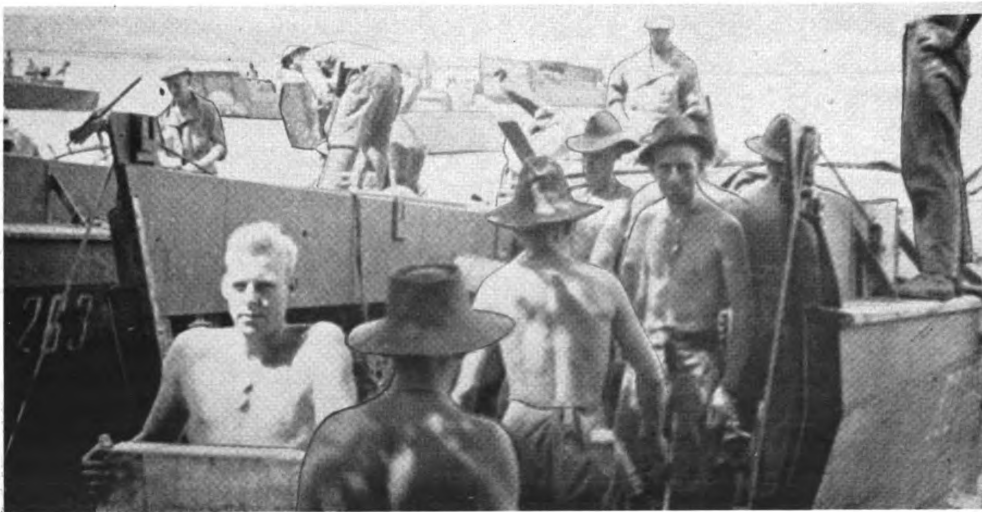
Regardless of what the Japs knew or expected, the die had been cast and early that evening General Heavey and the other officers boarded one of the small naval APCs and within an hour the convoy got underway. As the convoy cleared the harbor at Morobe at dusk, a flight of P-47s were seen circling overhead and everyone agreed that it was a very comforting sight. Two hours after dark the 532d landing craft, proceeding under their own power over the 75-mile course across the Huon Gulf, joined the convoy off Kakari Point. So far everything was running precisely on schedule. The assault on Lae was at hand.

The landing at daylight the next morning, 4 September 1943, went off with the precision of a well-oiled machine. As the first faint streak of dawn crept over the eastern sky, the barge and small ships of the invasion force began moving toward the beach behind which could be seen a range of mountains towering 10,000 feet into the clouds. Inshore a

long line of warships moved from the east into a position on each side of the beach chosen for the landing. As they did so, the Jap shore batteries opened surprise fire. Their punishment came like a stroke of greased lightning. All the warships opened on them and their feeble protests at this unbelievable assault ended almost before it started. Spouts of white and yellow water spurted upward as the ships shelled the beach with increasing fury. The mist was split with flashes as tracer shells arching from gun to shore made orange-colored streaks against the dark background. For half an hour the bombardment thudded and clouds of smoke reeling upward announced that direct hits on enemy installations had been scored. Then it stopped as suddenly as it had started. Through the dull, grey smoke and churning surf especially trained Amphibian scouts of the 2d ESB, dressed in Aussie uniforms, were first ashore to make a quick reconnaissance of the beach, ascertain enemy positions, and guide in the landing craft. They signaled back that enemy opposition was negligible and that most of the Japs had either been killed in the bombardment or had fled to the safety of the hills behind the beach. By that time the Australian infantry were already clambering aboard the landing craft that waited patiently alongside the transport. Each man clutching his rifle in hands cold with sweat and uttering under his breath something that sounded like "Here goes nothing" or "This it is," cramped himself amid other green-clad, tense, and eager infantrymen in the barge. Filled to capacity the barge quickly moved away from the ship to let another one in and headed toward the line of departure. As wave after wave of landing craft was formed, they shot forward on signal from their wave leader. Soon they were only fifty yards offshore, then forty, thirty, twenty, ten. Coxswains yelled, "Hold on! Prepare to land!" With a thud the boats struck sand, and ramps dropped and forty men from each barge jumped across the surf and were into the jungle in less than a minute.

The shore engineers quickly organized the job of unloading supplies and getting them distributed over hastily-constructed roadways to their proper dump sites. Beach defenses were set up. The first barges unloaded tractors and big road graders and heaps of wire mesh that would be used to make passable roads over the sand and swamps. Working with powerdriven saws, the engineers felled thick palm trees which the tractors dragged

Aussies unloading at Scarlet Beach from our LCVPs.



to creeks or swampy spots. Bridges grew in minutes and, almost before the last log was in place, a "cat" crawled over and pressed farther with their road building. Within twenty minutes three roads had been gouged through the swamps to dispersal areas. The men worked like mad and unfolding the 10-foot wide metal strips and laying them over the beach sand. And still the barges kept coming! As soon as a ramp dropped on the beach a steady stream of soldiers seemed to materialize out of nowhere and, entering the barge on the port bow, they emerged on the starboard side a second later bearing crates and boxes, dragging guns and pushing heavier equipment. Sweating and swearing profusely, the Aussies and Yanks worked side by side in orderly confusion moving the cargo. As the Aussies later put it, everyone worked "flat out."

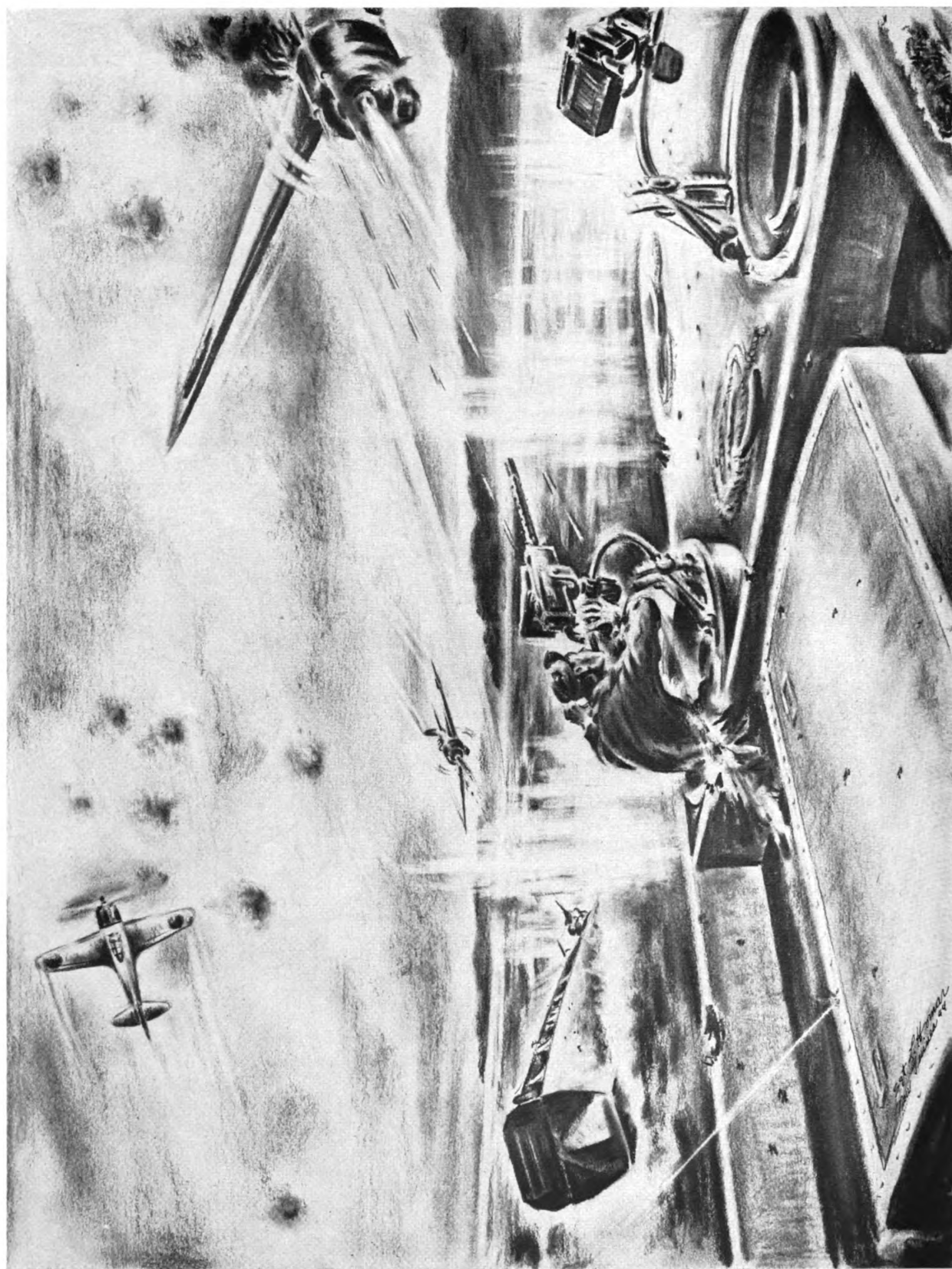
Most of the barges, relieved of their cargo, immediately retracted from the beach and headed back to their base at Morobe for additional supplies. About twenty, however, remained on the beach for use in emergencies and for "end runs" up and down the beach. The careful training and detailed preparations paid off well. The initial assault through unfamiliar waters, studded with coral reefs and "niggerheads," had been made in enemy territory successful and without loss or disablement of a single craft.

As a climax to this demonstration of American genius for rapid work with heavy engines, came the landing of the large LSTs. As these ponderous hulks drove to the beach even the longshoremen working frantically in their unloading of the smaller craft stopped to view these monsters as they magically opened their bows and dropped immense ramps slowly to the edge of the surf. It is impossible to enumerate the contents of one of these ships. Ton after ton of equipment was unloaded and, interspersed with the vehicles and materiel, companies of infantry filed out while artillerymen rode guns drawn by tractors. Here was the power with which the invaders could drive deeper and deeper into the enemy's defenses.

Shortly after seven o'clock, before the LSTs reached the beach, all hell broke loose. Jap bombers and Zeroes coming in just above the tree tops attacked in strength, the first of numerous raids of such proportion to come. Two of the large Navy infantry landing craft still on the beach were hit and disabled. The Amphibs, under prior instructions issued by General Heavey, had dispersed their small barges well offshore where they presented small targets for air attacks. It was the beach installations, including more than a thousand shore engineers of the 2d ESB, which bore the brunt of the enemy bombing and strafing. In this and subsequent Jap raids, which continued at intervals day and night during the twelve-day battle for Lae, supply, fuel, and ammunition dumps were lost, the Amphib's regimental command post was nearly blown off the map when bracketed by four 500-pound bombs and direct hits struck the medical detachment area where wounded were being attended.

But the Navy continued to bring in supply ships and the shore engineers somehow managed to get them unloaded even though heavy rains had added to the difficulties ashore by turning the low terrain along the beach into a sea of mud and the dump areas into quagmires. Life on Red Beach during this period was most unpleasant. Death was frequent.

Meanwhile, the Aussie infantry was pushing southwestward toward Lae. Shore roads were impassible and the Amphibs kept their advance supplied by boat transporting troops, guns, ammunition, supplies and equipment down the coast from Red Beach to wherever they were needed. To meet the increased demand for boats it was necessary to increase the number of LCMs from 10 to 21 and to bring as many as 60 LCVPs from Morobe. Every night the convoys of landing craft would feel their way through the uncharted coral to find a small strange beach on which to deliver their cargo. These boatmen were often under artillery and mortar fire as the Japs attempted to prevent this gradual encroachment of their coast.



Strafed at Lae. T/5 Richard Kump, Company B, 532nd, killed by the Zero's 20 mm after he had hit and set afire the Jap with his .30. The Zero crashed.
Drawing by Sgt. L. N. Homar.

One night six of the anchored LCMs dragged anchors in a sudden heavy storm and, despite efforts to get engines started and take to sea, they were washed high up on the coral beach. The salvage detail was quickly called and through their earnest and strenuous efforts every boat was soon refloated and put back into operation. Too little praise has been given the salvage crews for their quick thinking and quick action in emergencies similar to this one.

This same storm caught the Aussies attempting to cross the flooded Busu River. One battalion, by a combination of swimming and rubber boats, had managed to cross most of its personnel and get a foothold on the other side. During the crossing many of the men had lost their rifles and not one machine gun had been transported over the river. Here was a critical situation. The Japs held the coast just west of the river mouth and probably realized that only a small and poorly armed force had succeeded in crossing the river which was still rising. Would the Japs attack? 1st Lt. (now Capt.) Henderson E. McPherson, 532d, of Sharon, Pennsylvania, and his boat crew volunteered to attempt ferrying the remaining troops around the river mouth. The infantry commander, considering the losses his force had already suffered due to enemy fire and drownings, was reluctant to risk more casualties in the hazardous crossing until the Jap defenses could be softened up, but, nevertheless, he agreed. For forty-eight hours the 36-foot LCV shuttled fresh troops to the beleaguered beach and brought back the wounded under a continuous barrage from Jap machine gun, mortar and artillery fire. When the rudder was shot away, they improvised another and Lt. McPherson sat in the stern fully exposed to enemy fire and steered the craft. This two-day nightmare ended only after all the twelve hundred troops and a great quantity of supplies had been successfully landed on the west bank of the Busu. They had made a total of forty trips. For his outstanding heroism beyond the call of duty, Lt. McPherson was awarded the Distinguished Service Cross and his four crew members, Sgt. Albert Holtslaw of Sandoval, Illinois, Sgt. Ernest R. Hammond of Maguan, Illinois, Cpl. Paul F. Radeski of Waldo, Wisconsin, and Private First Class George W. Winger of Soldier's Grove, Wisconsin, each received the Silver Star.

Amphibian engineer machine gunners both on the boats and ashore were often able to bring down Jap planes with their 30 and 50-caliber fire. Usually there are so many guns pouring lead at the attacking planes that it is almost impossible to tell who scored the hits but during the Lae operation the 532d EBSR shore engineers were credited with definitely shooting down two Jap planes. The boat engineers, not to be outdone, shot down another two planes from their boats. The Japs pilots must have figured that these small craft were defenseless and an easy target for a strafing attack, for it was under just such circumstances that Private Richard Kump, Co B 532d, of Brooklyn, New York, died a hero—but not until he had gotten his Zero. Private Kump was manning a machine gun on a landing barge ferrying troops to a forward beach when a Jap plane appeared overhead. One Zero singled out the small craft for attack and zoomed down, his guns spitting death. But Private Kump stuck to his gun and sent the Jap blazing into the sea. At almost the same instant he was struck by a 20 mm shell from the Zero. Due to his heroic action the boat and its other occupants reached their destination safely, and, for the gallantry that he had displayed in the face of intense enemy fire, Private Kump was awarded the Silver Star posthumously.

Brigade boats continued to work with the Aussies plying up and down the coast until Lae finally fell on 16 September. During the twelve-day campaign and the subsequent assembly of troops in and near Lae, lasting until 30 September, the relatively small force of boats had transported over 10,000 tons of cargo and 12,000 troops. But this was not done without its expense in men and equipment. The 532d reported nine men killed in action,

five officers and sixty-one men wounded in action, and five landing craft damaged beyond repair. Major General Wooten, the Australian Commander, stated: "Not for one hour has my advance on Lae been held up by failure of the 2d Engineer Special Brigade to deliver troops, supplies or ammunitions at the time and place needed."

From a military standpoint the operation was a complete success. The loss in lives and equipment was kept at a minimum and was only a fraction of the losses sustained by the enemy. This is in itself unique for usually in amphibious warfare the troops on the offensive figure on suffering much heavier initial losses than the defenders. With the fall of Lae another great step had been taken to drive the Jap from their bases on New Guinea.

Then came the assault on Finschhafen which was pretty much the story of Lae all over again. General MacArthur, figuring that a quick amphibian strike at Finschhafen would catch the enemy off balance, ordered such an attack for 22 September 1943. With only four days preparation the landing was made on schedule; the Aussie 9th "Divvy," the 532d Amphibs, and the Navy working together again as they did at Lae. A short naval bombardment preceded the dawn assault made on Scarlet Beach, a few miles north of Finschhafen village on the tip of the Huon Peninsula. While this was in progress our Amphibian scouts were already on their way toward shore and, as soon as the barrage lifted, they hit the beach. The going was not easy for the Japs had lined the beach with strong and well-camouflaged pillboxes, some of which had escaped destruction in the shelling. The scouts had to fight their way up the beach inch by inch. Their officer, Lt. Edward K. Hammer, 592d EBSR, of Franklin, Michigan, and Lt. Herman A. Koeln, 592d EBSR, of Brooklyn, New York, each killed Japs with their tommyguns. Despite this heavy opposition the scouts managed to set up range lights, flank markers, make a rapid survey of the beach and radio the result of their reconnaissance to the ships waiting offshore. The remaining waves came in according to schedule through a hail of enemy fire from the pillboxes. Some casualties were suffered but the boats were undamaged. Australian infantry swarmed up the beach from the barges and plunged inland to silence the Jap batteries and snipers. The shore engineers immediately set up their beach defenses and, assisted by Australian labor crews, pitched in to unload the naval craft. Everything on the beach ran smoothly. The road building progressed so rapidly that part of the time the engineers were working right in the midst of the front line infantry.

The day after the assault on Finschhafen, General Heavey received the following message from General MacArthur: "My heartiest commendation to you, your officers, and your men for their splendid performance in the Salamaua-Lae-Finschhafen operation. They showed skill, courage and determination."

One of the hardest worked and hardest hit units on the beachhead was the Amphib's Medical Detachment. Because of the heavy opposition encountered on the landing, their work began the moment they hit the beach. Due to constant ground action and frequent air attacks, it never ceased. The medical unit administered first aid, performed emergency operations, removed shell fragments and dressed wounds. They worked tirelessly. In the midst of their heroic action on the second day after the landing a formation of twenty-seven Jap bombers appeared overhead and, although the ack-ack gunners kept them at a high altitude, they succeeded in dropping their bombs on the beach area before hastening away and before American fighters could catch them. Fortunately, the 532d had moved from its former area. It was turned into a shambles by the bombs. As it was, four daisy-cutters landed in their new camp area. One hit in the trees over the medics and fragments fell into the nearby foxholes. Capt. Charles F. Pecoraro of Stamford, Connecti-

cut, and Capt. Frank J. DeCesare of Methuen, Connecticut, had both rushed for the same foxhole and Capt. Pecoraro, who was the last to arrive, was killed instantly. Capt. DeCesare received severe wounds on his left shoulder. One enlisted man, Tec. 5 Joseph H. Estes of Washington, D. C., was killed and three others were wounded. Several shore engineers rushed to lend their assistance to the badly-hit medics and it wasn't long before the detachment was reorganized and the job of treating other casualties went on.

Bombings continued every day for the next two weeks. Some raids were heavier than others but the men only dug their foxholes deeper and covered them with sandbag rooftops. They soon noticed that most of their raids came around meal time when they were lined up for chow, so a system of staggering the messline was worked out so that when a man got his food he would take it to a nearby foxhole to eat it. Some of the men were shaken up severely during these incessant raids and had to be evacuated but the majority remained calm and "took it as it came." Incessant and heavy raids and the monotony of "C" rations added to the difficulties. In those days there were not even the "10 in 1" rations to vary the food.

Meanwhile, the Aussies pushed south toward Finschhafen, encountering ever-increasing Jap resistance. The Amphibs ashore had to assume most of the responsibility for the defense of Scarlet Beach, not only from the sea approach, but the beachhead perimeter as well. The boats continued to shuttle up and down the coast between Scarlet Beach and Lae, a distance of about seventy-five miles, to bring up supplies and evacuate wounded. The infantry was resupplied in their march on Finschhafen at the only intermediate point between Scarlet Beach and Finschhafen where boats could land—Launch Jetty. The rest of the shore-line was a mass of unbroken coral rocks and cliffs. This particular spot was not too good since it was too small to accommodate many boats but it was the only one available. It is interesting to note that a few months later Brigade Headquarters was established on a small point directly opposite this jetty.

Early in the evening of 2 October news was received in the 532d camp that the Aussies had entered Finschhafen. Their objective had been achieved but the operation was far from over for the Japs were still putting up stiff resistance in the mountains, especially, at Sattelberg.

Twelve miles off Finschhafen lay the Tami Islands, suspected of being occupied by the Japs. Their location was suitable for radar and antiaircraft installations for the protection of the harbors in and near Finschhafen. Just before dawn on 3 October a force of 14 LCVPs and 2 LCMs carried a company of Aussie infantry through the encircling coral reef around the islands. Instead of the hot fire from Jap shore batteries that they had expected, natives in outrigger canoes joyfully greeted the white men. They explained in their pidgin English that the Japs had occupied their island "for many moons" and had left "only half a moon ago." The well-constructed pillboxes covering the only landing beach clearly indicated that an earlier landing would have met terrific resistance.

Back on Scarlet Beach heroism was the rule rather than the exception. The going there was tough, but the American soldiers—most of whom had been so recently mild-mannered civilians—were tougher. The exploit of Junior N. Van Noy, an Amphib from Preston, Idaho, was such that a grateful nation awarded him—posthumously—the Congressional Medal of Honor. He was the first engineer soldier in World War II and the first member of the Army Service Forces to win this highest possible award.

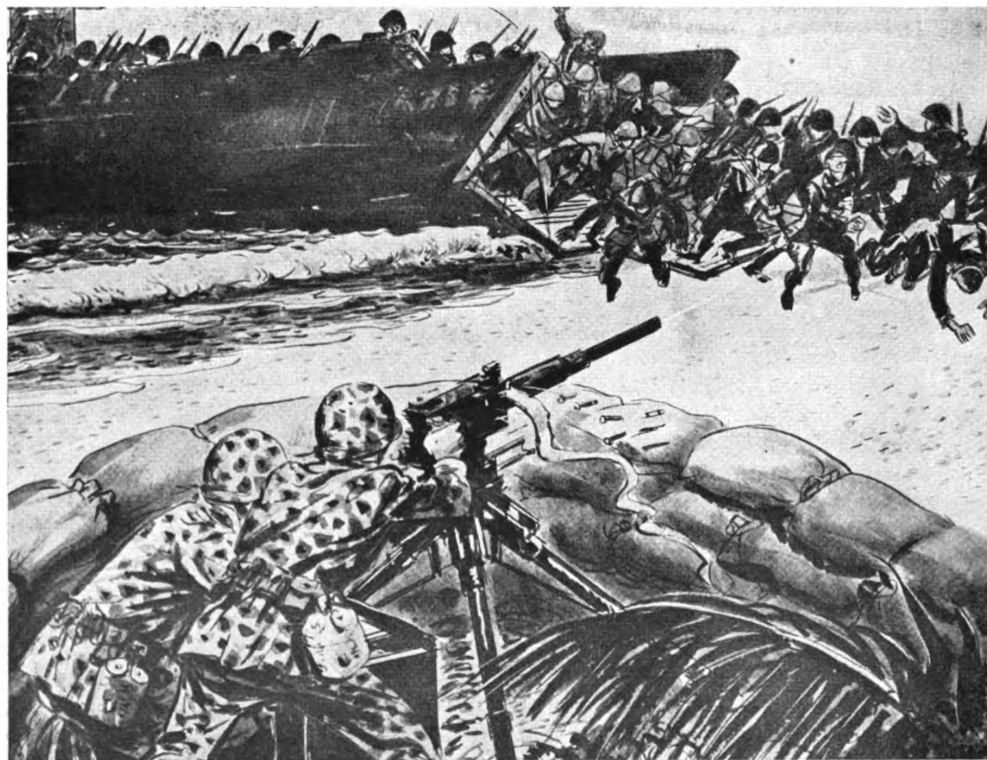
This tow-headed, red-cheeked kid was only 19 years old when he joined Co E 532d EBSR, back in Cairns, Australia. The fellows in the outfit didn't pay much attention to him. He was so mild mannered that his buddies considered him something of a mama's boy. Known as "Junior" or "Whitey", there wasn't a more unobtrusive individual

in the company. But Van Noy soon showed them that no matter what they thought of him, he was a good soldier. He was assigned to the crew of a 50-caliber machine gun, and, proud of his job, worked hard to become a good gunner. During his first action on Red Beach, near Lae, he shot down a low-level Jap bomber trying to strafe the beach and the barges. On D-Day at Scarlet Beach he wasn't so lucky for he received five shrapnel wounds in his wrist, side and back. The medics wanted to evacuate him but he steadfastly refused. They had another chance when he came to them a few days later with a severe case of ear ulcers, but again he refused. His company needed machine gunners and he meant to stay. Maybe it's of just such stuff that heroes are made. It seems so.

An hour before dawn on the stormy morning of 17 October 1943 Van Noy and the rest of his gun crew were trying to get a few winks of sleep in their hammocks strung between palm trees near their beach gun while Sgt. John Fuina of Brooklyn, New York, in charge of the beach detachment, remained on the alert to rouse the others if anything happened. Another member of the crew, Tec 5 Raymond J. Koch of Wabasha, Minnesota, was restless, and, unable to sleep, got up to take a stretch and smoke a cigarette. Gazing out into the sea the two men noticed four smudges on the skyline. Holding their breath, and clutching each others arms, they waited. The smudges gradually took more distinct shapes as they moved toward the shore. They had the decidedly peaked prows of Japanese landing barges—and they were only 400 yards away. It hardly seemed possible, but there was no mistake. They were Japs! Later reports indicated that ten Jap barges had started out for this attack, but only four remained to charge the beach. Taking advantage of the

Van Noy and Poppa of 532 fight the Japs at Scarlet Beach.

Courtesy Look Magazine



dark night and rough sea, the Jap boatmen let their ramps almost down when 600 yards offshore, cut their motors and were quietly paddling their boats in for the landing. Fortunately, Sgt. Fuina had spotted them. He yelled an alarm and ran toward his 37 mm anti-tank gun to fire an alert. Cpl. Koch ran from hammock to hammock to awaken all the gun crews, but Pvt. Van Noy, awakened by Sgt. Fuina's first yell, was already in his gun position. His loader, Cpl. Stephen Popa of Mayville, Michigan, was right after him. Their gun was only fifteen yards from the water's edge and, when some of the larger guns to their rear opened up, firing blindly, Van Noy held his fire. That took guts. The barges kept coming in, almost under the very nose of Van Noy's camouflaged gun. Then the Japs started to hurl grenades by the handful, and one burst in Van Noy's gun emplacement. It was just a lucky toss for the Japs still couldn't see the gun position and Van Noy had held his fire for that one reason. The shrapnel shattered one of Van Noy's legs and wounded Popa. It looked as if they had waited too long and lost. A sergeant back of Van Noy, seeing that they couldn't hope to hold out, shouted to them to get back from the beach. Aussie Bren gunners, between bursts, yelled, "Come out of there, you bloody fools." But the two gunners refused. The ramps of the Jap barges fell to the beach and, when the invaders blew their bugles and began to charge, Van Noy pressed his finger on the trigger. His gun spat angrily—and fatally. The first to fall were two Jap officers trying to scorch the gunners out of their position with flame throwers. Behind them other Japs flopped on the sand, firing and throwing grenades. Van Noy was seen to install a second chest on his gun and reopen fire with Japs only a dozen feet away. His gun traced patterns among their forms as they tried to crawl forward. One after another was hurled into eternity as his gun flashed. But in the darkness he couldn't hope to see all the Japs edging toward him. His gun finally went silent, but only a handful of Japs had escaped that gun's fire. None of the other guns on the beach could fire on the particular spot where the Japs landed.

After it was all over they found Van Noy dead, his finger still on the trigger, the last round fired from his gun. Popa, alive but unconscious, lay with a dead Jap sprawled across his body. Badly wounded, he had managed to grab a rifle and fire a bullet into the head of the Jap coming at him with a bayonet. Van Noy and Popa, who was awarded the Silver Star, virtually had defeated the landing attempt with their one machine gun. The Japs didn't try another landing on Scarlet Beach.

About a year later the Army Service Forces in Washington, D. C., developed a new type of port repair ship, a seagoing vessel of 2500 tons. When the first one was launched, it was christened the "Junior Van Noy" in honor of the 19-year old American boy who gave his all for his country on battle-scarred Scarlet Beach in New Guinea, far from his beloved Idaho.

A large part of the brigade was concentrated in the Finschhafen area during November and December to continue amphibian support and supply to the Aussies as they pushed on north toward Sio. Other elements of the brigade were established on Palm Beach at Oro Bay as they arrived from Australia.

Stubborn Jap resistance was encountered on Satelberg Ridge about 15 miles north of Finschhafen and for several days the Aussies unsuccessfully attempted frontal and flank attacks up its slopes. It was here on Satelberg that, for the first time in the Pacific theater, the Amphibs used the new 4.5" barrage rocket which, until then, had been held back as a secret weapon. This is the weapon the brigade had demonstrated to important officers in Australia in April, 1943.

Major Charles K. Lane of Severna Park, Maryland, later appointed Commanding Officer of the Brigade Support Battery, and Lt. Vermell A. Beck of Nephi, Idaho mounted rocket launchers on a $\frac{3}{4}$ -ton weapons carrier. Aided by Sgt. Chandler Axtell of Johnson

City, Tennessee, they succeeded in moving this carrier and the rockets several miles through the jungle and up a steep mountain to a point from where they could fire on Satelberg. They let loose with the rockets on the surprised Japs. Startled by this new type of weapon, Jap artillery opened up in wild firing against this new enemy, but, as they could not tell from where the rockets were coming, their fire had no effect except to disclose their positions to Aussie artillery and to the Aussies Matilda tanks that were climbing up the slope. The roar of the exploding rockets drowned the noise of the advancing tanks which went on to blast out pillboxes and capture the ridge. In addition to the Japs who were killed by the fragments from the rocket projectiles, others were found dead without a scratch on them—victims of the terrific concussion of their explosives.

After the capture of Satelberg on 26 November, the Aussie 9th Division continued their drive northward to Sio with the Amphibs serving as their "Navy." The coast from Finschhafen to Sio was much different from that previously encountered. Here were very few beaches and those spots that could be called beaches were small and often very rocky. Between these few beaches were shores as rough and rocky as the "rock-bound coast of Maine." Once around the Huon Peninsula the boatmen found seas much rougher in the tide rips of Vitiaz Straits, but, always eager to meet new difficulties, they tackled their new situation with their characteristic determination. Occasionally Jap planes dared to strafe our boats, but it was not like the early days. American planes were beginning to do their stuff and chased the Japs out of the skies. On 17 January 1944 Sio was occupied and the Huon Peninsula was again in the hands of the Allies.

The relations between the Amphibs, the 532d EBSR in particular, and the 9th Australian "Divvy" were at an end. The successful campaigns of Lae and Finschhafen could never had been accomplished without the closest cooperation between the staff officers and both organizations, and the close comradeship between the Aussies and the Amphibs. This cooperation and comradeship was commended in an article that appeared in an Australian newspaper:

"The Lae and Finschhafen campaigns have provided a fine example of the effectiveness of Australian-American cooperation. In addition, the A. I. F. has been supplied by its 'Navy,' a fleet of barges manned by the 2d Engineer Special Brigade. Cooperation in the air is an impersonal detached matter. In an entirely different category is the active man-to-man cooperation of the U. S. boys who man the supply barges. These Yanks have fought and some have died alongside Australians and have done both so gamely as to win the respect and affection of the Diggers."

Information was later received by Lt. Col. Brockett that several members of the 9th "Divvy" had petitioned their army commanders to grant permission to the 532d Engineers to wear their famed "T" which they had earned for their gallant defense of Tobruk in North Africa two years previously. Although nothing official was ever received, the 532d appreciated this very noble gesture on the part of the Aussies. For his meritorious service rendered in the direction and coordination of work of the 532d EBSR on the far-shore during these two campaigns the Australian Government bestowed on Lt. Col. Brockett the Distinguished Service Order, the British equivalent of our Distinguished Service Cross. In accepting this award Colonel Brockett extended his gratitude and explained that it was not through his efforts alone but the cooperative efforts of every man in his regiment that had brought them success in their Lae and Finschhafen operations.

Chapter VI

New Britain, Saidor, and the Admiralties

BEFORE jumping immediately from the landings on the Huon Peninsula to those in the Bismarck Archipelago, let us go back a bit and see what the other brigade units were doing in the meantime.

By the end of October, 1943, all units of the brigade had moved from Australia to New Guinea. With the exception of the 532d regiment and the combat team of the 542d that were engaged in the Salamaua-Lae-Finschhafen operation, they had established their camps in the vicinity of Oro Bay. Most of them were on a nice sandy beach appropriately called Palm Beach. The 562d Boat Maintenance Battalion was set up right in the harbor. The nightly air attacks on that base were just about over, although those who had not previously made the acquaintance of "washing machine Charlie," the common appellation given to a lone nuisance Jap raider, still had an opportunity to do so now and then. Alerts were frequent.

One morning about the middle of October the members of the Oro Bay units had ringside seats at an air show that they would never in their lives hope to see again. It was the Jap's last big effort to attack Oro Bay, but for them it was death in the air. An alert had been sounded and, as was the custom, the men ran to the beaches or high knolls to get a better view of the Jap attackers rather than to foxholes where they would be safer. High overhead they could faintly see wave after wave of Jap bombers evidently coming to hurl destruction on the numerous ships in Oro Bay harbor. It looked bad. Suddenly, even higher than the Japs, and directly out of the sun, zoomed a squadron of American P-38's. The unsuspecting Japs were caught by surprise. The men on the ground watched this scene at first with bated breaths. Then, with a sigh of relief, they burst into applause as one American fighter after another peeled off to attack the Japs. Soon one Jap burst into flames and plunged from high in the sky into the deep sea. Others followed in rapid succession. Fourteen Jap planes were counted destroyed before the remaining aircraft, still fighting, disappeared into the distance. The official communique of the next day stated that forty-six Jap planes had been definitely downed in the fight and not one of them returned to their home field.

"The loudest noise ever heard in New Guinea" occurred while the Amphibs were in Oro Bay and those who were in close proximity to the explosion will never forget it. The big bang occurred late one afternoon in October when a dump of bangalore torpedoes located just across the Palm Beach Road from the 592d Regimental Area was blown sky-high. The cause was undetermined, although, sabotage was suspected. Some observers blamed it on spontaneous combustion. Fortunately, no one was hurt and, regardless of what set them off, that explosion was, to quote several Amphibs, "really something."

Some of the other things that will long be remembered by the Amphibs during their stay in Oro Bay were the soft-ball games on the parade ground, the USO shows with

Gary Cooper, Phyllis Brooks, and John Wayne, the first furloughs to Sydney, the turkey dinners at Thanksgiving and Christmas, the unique bamboo chapels that the 542d and 592d regiments constructed on Palm Beach Road, the big sign near Oro Bay village that said "All Roads Lead to Tokyo—" and, directly beside it, that long road with roller-coaster curves that led to Brigade Headquarters. The officers and men of that headquarters recall very vividly one noonday when the Aussie troops across the valley decided to do some practice firing. Something must have gone wrong because, all of a sudden, bullets were raining in the 2 ESB area. Being noonday some were naturally enjoying a siesta, but all thoughts of continuing such a pleasant pastime that day fled when they heard the bullets and saw little holes magically appear in their tent canvas. There was a quick mass exodus from the area. No one was hurt, but whenever the subject comes up in the course of conversation, as it often does, they say "you should have seen the officers scramble up that hill," and "I never saw 'him' move so far so fast."

Yes, there were some great times at Oro Bay, but there was also a lot of work. The boats were busy performing lighterage duties in the harbors at Oro Bay and nearby Harvey Bay; the 592d had a special boat detachment at Buna working mainly with the Australians. The Ordnance Company was busy experimenting with flak and rocket LCMs to be used in future landings and the Boat Maintenance Battalion was hard at work keeping all landing craft in a high state of repair. General Heavey insisted that everything possible be done to aid the troops in the forward areas and, as money and mail are prerequisites of high morale, the Brigade Finance Officer, Major George H. Flowers Jr. of Richmond, Virginia, and the Brigade Postal Officer, 1st Lt. Clifford F. Kluck of Oklahoma City, Oklahoma, made several trips to those areas to pay the men and to straighten out the mail situation.

When our landing craft first arrived at Oro Bay in early June, 1943, Jap observation planes were frequently seen overhead. It was desired to conceal from them the fact that the Americans were accumulating at Oro Bay a large number of landing craft. Accordingly, these boats were hidden in two small streams which emptied into Harvey Bay three miles from Oro Bay where the heavy jungle growth completely hid these streams from spying Japs. It was a weird life our boatmen led in their boats hidden away in these streams.

At first crocodiles were unwelcome neighbors but, when they realized the boats were there to stay, the crocs migrated somewhere else. Mosquitoes at times were bad but usually there was enough wind to blow them deeper into the jungle. On one occasion a group of generals from the South Pacific toured the boat anchorages up the two streams. They remarked that never had they seen such heavy jungle growth with the mass of roots of the mangrove trees and they marveled at how our boatmen adapted themselves to this strange life. There were no banks of the streams to which they could tie up the craft. Instead the mangrove swamps extended a hundred yards on each side of the narrow stream. Most of the men slept in their boats, but some constructed huts in the trees and lived like real tree dwellers.

The Chief of Engineers, Major General Eugene Reybold from Washington, D. C., accompanied by Major General Hugh J. Casey, Chief Engineer for General MacArthur, visited the brigade units at Oro Bay about the middle of November. They showed great interest in the Brigade's activities and of details of the landings at Nassau Bay, Lae, Salamaua and Finschafen. Shortly before their departure a review was held in their honor on the 2d ESB Parade Ground. This was the largest brigade review ever held in New Guinea, although several units in the brigade were absent at other stations. To many it recalled the big farewell review held at Fort Ord almost a year previous.

Meanwhile, a plan for the invasion of New Britain with its Jap stronghold of Rabaul was being prepared. Details were worked out at Goodenough where the Sixth

Army had its headquarters. The 2d Brigade had a planning team there for several days. As long as the Japs controlled New Britain, which was only separated from the allied base at Finschhafen by the narrow Vitiaz and Dampier Straits, they could receive supplies from the north and thwart any allied advance up the northern New Guinea coast. General MacArthur contemplated the seizure of the western tip of the island and the control of these vital straits by first invading southern New Britain with an amphibious assault at Arawe and then making sweeping end runs to the north for landings on Cape Gloucester.

The 592d EBSR, which had not yet been engaged in actual conflict with the enemy, was chosen by General Heavey to be the 2d ESB unit to participate in the New Britain operations. The officers and men of the regiment received this news with joyful hearts for they had been anxious to get into the fight for a long time.

Colonel William N. Leaf, the 592d's Regimental Commander, of Staunton, Virginia, divided the personnel of his regiment into several different task groups each of which would handle a separate operation. For the Arawe task group he placed Lt. Col. William A. White, his Executive Officer, of Memphis, Tennessee, in command and gave the task to Company B. The boats and crews of Company B, along with necessary clerical, boat maintenance, signal and medical personnel, moved to Milne Bay where maneuvers and rehearsal were held. D-Day for the operation was set for 15 December. Originally the assault had been scheduled for the first of December at Gasmata and with troops of the 32d Infantry Division, but that plan was dropped in favor of a smaller landing at Arawe with troops of the 112th Cavalry RCT.

Actually, the Arawe landing was a feint to deceive the Japs as to the later more important landing to be made on Cape Gloucester on the northern coast. The Arawe force was to be the bait to attract the Japs while the larger force moved around to Cape Gloucester. Our men knew nothing of this. All they knew was that it was to be a hot landing right in the Jap's backyard. As far as they were concerned their landing was *the* important one.

A full-scale demonstration was held on Goodenough Island early in December, our task group moving there from Milne Bay in its own craft. The results of that "dry run" were very encouraging. The cavalry and the Amphibs clicked. The next few days were spent on minor boat repairs and other last-minute preparations. Two days prior to the assault the Amphibs loaded 16 LCVs and 2 LCMs on the transport "Westralia" while 1 LCM and 2 Rocket DUKWs were placed on the LSD "Carter Hall" along with the "buffaloes" attached to us for the landing. Meanwhile, an echelon of 8 LCVs, 13 LCMs, and a Halvorsen control boat was proceeding under its own power from Goodenough to Cape Cretin to join and LCT convoy to the operational area on D-Day. This was a rough trip in choppy seas, but all craft made it under their own power.

The actual assault was broken into four operations: a small surprise landing west of Cape Merkus, a full-scale attack on Cape Merkus, and two separate support landings on the islands of Pilelo and Arawe. The 592d boats participated in the main attack on Cape Merkus and in the support landing on Arawe Island.

The convoys arrived off Arawe well before dawn on 15 December 1943. So far everything had gone well and according to schedule. It was a moonlight night. Our hopes that the moon would be clouded over due to the rainy season were in vain. The surprise landing was attempted without a preliminary bombardment in order to gain surprise. Before the landing party reached the beach in their rubber boats, the Japs opened with a terrific crossfire and repulsed the assault with over fifty per cent casualties. One destroyer moved in to shell the beach but this action came too late to save the situation. Now the Japs were on the alert and in all likelihood prepared to resist other landings that might be attempted on their shore before dawn. For the leaders of the task force there was plenty of cause

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Arawe, New Britain. 15 December 1943. Hitting the beach in coral studded waters. Despite many reefs, LCVPs of Co. "B", 592 EBSR, get infantry to beach in time to accompany "Alligators" inland.

Arawe, New Britain. 15 December 1943. Co. "B", 592 EBSR, LCVPs get close to shore by maneuvering around coral reefs. Infantrymen carrying supplies ashore.



for worry but there was no change of plans. The main assault on Cape Merkus opened at dawn with a fifteen-minute bombardment of the beach by the warships and a strafing attack by a squadron of B-25's after which two brigade Rocket DUKWs under the command of 1st Lt. (later Capt.) Walter D. Beaver of Kew Gardens, New York, laid a barrage on the beach to cover the assault waves of tracked landing vehicles. This was the first time in the Pacific area that rockets were used in a combat landing. Due to the wind and currents the buffalos and alligators had trouble in keeping a formation and failed to reach the beach on time and in the order planned. Meanwhile, the 592d craft were being formed and, as they were more powerful and could better cope with the winds and currents, they proceeded to the beach behind the alligators without difficulty. The beach itself presented another problem as it was far too narrow to accommodate a full wave of boats. Moreover, it was badly congested with these tracked vehicles. The LCVs and LCMs went in as far as possible, dropped their ramps, and the troops had to wade ashore between the buffalos and alligators. The operation proceeded much slower than was anticipated but, fortunately, there was no opposition and all troops were landed safely. The naval bombardment and the rocket fire had been too much for the Japs. The Amphibs carried out the third phase of the operation by landing a force on Arawe Island without difficulty. After unloading troops and supplies they assembled off Pilelo Island where another cavalry detachment had landed in rubber boats.

Everyone awaited the Jap air reaction for it was certain he would not allow this landing near his fortress of Rabaul without strong air attacks. Soon there was a Red Alert. Our covering fighters were seen to speed off to the north to meet the approaching Japs.

It was a Jap ruse that worked for, while our fighters were drawn off to the north, a second group of bombers came in on us from the east. Nineteen enemy aircraft bombed and strafed the beach and landing craft. Here was a real battle with Jap air power and our fighter planes were away. Bombs dropped all around the naval craft and our landing boats. All guns fired on the attackers and the 592d was officially credited with destroying one of them. Considering the number of bombs dropped we came off light; one LCVP was hit and three of our men were wounded. This was their first air attack and only a sample of the numerous and more intensive raids that were to follow. The training the boatmen had received in anti-aircraft firing was most effective and before they left Arawe a couple of months later they had a total of five Jap planes to their credit. Their hot fire drove off many other attacking planes and probably damaged some of them.

The morning after the assault several reconnaissance missions were carried out along the coast and among the adjacent islands. To give added speed and still retain the maximum fire power on these missions, the two rocket DUKWs were each loaded on LCMs. They encountered no opposition on their first missions and it was believed that whatever Japs may have been in the vicinity to resist the first surprise landing had either been wiped out or had fled to inland installations. That was later proved to be an erroneous assumption for many Japs still remained only a short distance away to continually plague the allied advance.

On the second day Arawe was again heavily bombed and several small naval ships in the harbor were severely damaged. Our commander, Lt. Col. White, had the misfortune to be on one of the Naval patrol vessels when it was struck with a direct hit. With bombs and strafing fire raining all around them, the Amphibs went to the rescue in their small boats. They succeeded in saving all personnel of the ship, which sank in four minutes. Lt. Col. White, suffering from multiple leg fractures, was pulled from the water in the nick of time. He was immediately evacuated and Major (later Lt. Col.) Cecil R. Bilger, his Executive Officer, assumed command of the task group. Lt. Col. White was later returned to the United States where he recovered from his wounds and participated in many War Bond rallies at various large defense plants.

At Arawe the Amphibs also had their first "naval" engagement with the Jap barges. Intelligence reports had been received stating that there were no Jap barges within a range of fifty miles, but the Task Force Commander desired a reconnaissance made to be certain he would not be counter-attacked from the sea by barges hidden behind some of the numerous islands near there. A two-boat patrol under the command of Lt. Edward C. Coleman of Brockton, Massachusetts, went out searching among the islands in waters too shallow for the PT boats but just deep enough for LCVs. It was not long before contact was made. Jap barges were hidden only four miles from our base! Early the next morning the two rocket DUKWs were loaded on LCMs again and, with a third LCM for escort, they went to the area where the Jap barges were located. A concentration of 180 rounds of rocket ammunition were fired into the area and everyone of the eight barges concentrated there was sunk. The Task Force Commander had also ordered them to destroy the native village of Mielelek, which was only 500 yards farther along the beach, because it had been reported by the natives that the village contained large stores of Jap food and ammunition. An additional sixty rounds were fired into the village and, when the Amphibs left, it was completely destroyed. Their report to the Commander consisted of just two words: "Mission Accomplished."

In their next "naval" engagement the 592d boatmen were not so lucky. 2d Lt. (later 1st Lt.) David D. Williams of Grosse Pointe, Michigan, was in command of two LCVs carrying five cavalymen, two Australian ANGASU representatives, ten men from the 592d detachment including himself and a medical aid man, and five native police boys. Their mission was to proceed eighteen miles up the coast to the mouth of the Itni River where

all but the 592d boatmen were to be put ashore to reconnoiter and determine the Jap strength in that vicinity. It was thought that the trip would take five to seven days, so a sufficient stock of supplies was loaded on the boats.

The party left early in the evening on 17 December and planned to go as far as Cape Peiho where they could pass the remainder of the night in a small lagoon and continue on from there in the morning. This would enable them to reach their destination during the daylight hours. When they reached the lagoon they found it to be far too shallow so, on the advice of a native guide who was supposed to know the area thoroughly, they headed toward a mangrove swamp in Margie Bay just south of Cape Peiho. This wasn't much better since they had to slowly cross a barrier reef to enter the bay. Furthermore, they couldn't get near enough to the shore to have the camouflage protection of the giant mangroves. They were still in an exposed position, but, as it was dark in the shadows of the shoreline, they decided to risk it for the night and to get out as soon after dawn as possible. Unfortunately, when dawn broke and they were preparing to leave, they saw a Jap barge moving about 1000 yards offshore. The Japs on the alert also discovered them. Soon six additional Jap barges appeared and deployed to cover the pass from the bay. The first reaction of the Amphibs, not knowing the armament of the enemy, was to put up a bold front and make a dash to the open sea. This they tried, but again the native guide gave a faulty direction, and one of the Vs ran on the coral reef. It took some time and plenty of courage for the men in the other boat to pull them off. Then they realized that the first V was too badly damaged to even attempt a long trip on the open sea, particularly at full speed. Meanwhile, the Japs were closing in rapidly and soon opened fire. The Amphibs returned the fire with their four 30-caliber machine guns and a few rifles. Our tracers were seen to hit their boats but the Jap fire, while not too accurate, was overwhelming. Lt. Williams ordered the boats back into the bay where he felt his men might possibly get ashore and obtain refuge in the jungle. Just as they beached the Japs got the range with a 20-mm gun and wounded four men, including one of the boatmen, T/4 Robert F. Winter of Wilmette, Illinois, who was shot three times in the left leg and twice in the right. The boats were abandoned immediately and the men waded ashore in the waist-deep mud carrying their wounded and two of the machine guns with them. The Japs were reluctant to go ashore, apparently fearing our fire. This was a break for the Yanks. However, they were still in a most difficult position for, after the Japs left, they inspected their boats and found them damaged beyond repair. To return to their base at Arawe they had only one alternative—to take an overland route through the jungle. Supplies and the backplates of the machine guns were removed from the barges which were then sunk in different places in the swamp. The medical aid man, Pfc Edward R. Regione, Co. A, 262d Medical Battalion, of Cambridge, Massachusetts, dressed the wounds of the men and a start was made through the jungle. It soon became apparent that T/4 Winter could not make it even with two men helping him. He pleaded to be left behind. It was a hard decision for Lt. Williams to make, but the ANGAU men felt that they would find natives in a day or two who could be sent back to bring him out. Winter was carried on a litter to a dry, hidden place, wrapped in a blanket, and left with seven gallons of water, a case and a half of C rations, some morphine ampules with instructions for taking the drug if he felt it necessary, some sulphanilamide tablets, and his rifle. Here he was to stay, alone in the mosquito-infested jungle for fourteen long days and nights before a native from Arawe got to him by canoe and brought him back to Arawe.

Back in camp there was much anxiety about the outcome of the mission for one of the native police boys, wounded by Jap gunfire, had fled from the party and had made his way alone through the jungle and back to camp four days after the encounter. He reported the attack and said he believed the men and boats were definitely lost. Gloom spread through-

out the camp. Two days later the 592d men could scarcely believe their eyes when they saw Lt. Williams and one of the ANGAU men walk into camp with the information that the rest of the group with the exception of Winter were only a short distance away at an Aussie Outpost. All of the men were weakened from their long six-day trek through the jungle but were otherwise in pretty fair shape. Immediately a native was sent by canoe to evacuate Winter. When he was brought back alive and little the worse for wear except for his wounded legs, they were overjoyed. Winter told them that after a few days his wounds had healed sufficiently to allow him to crawl to the barge wreckage where he found more rations and water. One day, he said, some American planes came over and, apparently thinking the barges were Jap, bombed them to bits. That time he was really scared but his luck held. For variety, the next day a severe earthquake hit his area, but he lived through that, too. In telling his story Winter's spirit was inspiring. Despite his harrowing experience he joked about it and, upon his evacuation to Finschhafen, a news reporter asked him for a comment about his ordeal. He replied, "Oh! That two-weeks' furlough in New Britain?"

For his exceptional courage and heroism above and beyond the call to Duty T/4 Winter was awarded the Distinguished Service Cross. Along with Winter and Lt. Williams, who was later awarded the Bronze Star Medal, the Amphibs on the mission were S/Sgt. George J. McElvain, Bushnell, Illinois; T/4 Elmer J. Batsche, Newport, Kentucky; T/4 Herman E. Schneider, North Canton, Ohio; T/5 Jack L. Minchey, Leonard, Texas; T/5 Edward Whitaker, Wichita Falls, Texas; Pfc Wilbur C. Charlton, Roundup, Montana; and Pfc Howard Calkins, Hampden, Maine, all of Company B, 592d EBSR and Edward Regione of Company A, 262d Medical Battalion, and of Cambridge, Massachusetts.

With all these Jap barges in the vicinity the most important job of the boatmen was patrolling, especially at night, to prevent a Jap surprise landing. Encounters with Jap planes were frequent. On the day after Christmas one of the LCMs, crewed by T/4 Clyde W. Eidson of Kannapolis, North Carolina, T/5 Fred L. Torres of Dallas, Texas, and Private Isadore Pahoski of Centralia, Washington, was struck by a falling Jap plane. The plane swooped down in a strafing attack and the crew hurriedly manning their guns, returned as much fire as possible. They evidently killed the pilot for the plane continued in its dive and crashed into the stern of their LCM. The barge did not sink immediately, but none of the crew could be found. After a thorough search in the barge, ashore, and in the water immediately surrounding the area failed to disclose any evidence of the missing men, they were presumed to have been blown up by the resulting explosion. In the same raid the 592d was credited with the destruction of another Jap plane.

The task group remained at Arawe and continued reconnaissance and patrolling missions until the first part of March 1944 when they were relieved. Arawe proved to be one of our "hottest" jobs.

On 26 December, 1943, the 592d boatmen, working this time with the famed 1st Marine Division, veterans of Guadalcanal, participated in two simultaneous landings on the western tip of New Britain near Cape Gloucester. One task group under the command of Major Rex K. Shaul of Akron, Ohio, landed marines on Green Beach, near Tuali, only a few miles south of the objective Cape Gloucester airstrips. The other group under the command of Lt. Col. Ralph T. Simpson of Trenton, Tennessee, landed a force on Yellow Beach farther north and around the tip of New Britain. Both landings were successful and on the initial assaults only light resistance was encountered.

The Green Beach convoy of 14 LCMs, 2 LCVPs, and one Halvorsen patrol boat from Co. C, 592d, and 2 Rocket DUKWs from the 2d ESB Support Battery left Cape Cretin early Christmas night in the company of two destroyers and naval landing craft. A strange way to pass Christmas! They proceeded on a direct course to the rendezvous area and did

not experience any unusual incidents enroute. Shortly after dawn the naval bombardment on Green Beach began. It continued for about fifteen minutes during which time the rocket DUKWs moved to a position nearer shore where they could cover the beach with a rocket barrage. After the naval bombardment stopped and before the rocket barrage started two flights of B-25's bombed the objective beach. Then the rockets opened fire. While this firing was in progress the planes returned for another sweep of the beach. It was feared that some of the low-flying planes would be hit by the high trajectory fire of the rockets but luckily this did not happen. The DUKWs, under the command of 1st Lt. Walter D. Beaver, covered an area about four hundred yards square with a total of 240 rockets. The waves of LCMs and LCVs then landed the marines safely. Amber parachute flares were sent up to notify the Task Group Commander, who was still afloat, that the landing was successful. He was unable to see the actual landing due to the heavy smoke and dust cloud that covered the beach. The next few days were uneventful with only minor reconnaissance missions to spot enemy gun emplacements along the shore and to establish radio contact with the forces on Yellow Beach.

Late one afternoon the Japs counter-attacked with one of their hair-raising banzai charges. There was violent action until daylight when the Japs were repulsed with extremely heavy losses. The banzai charge is a substitute for mass harikari and has the hearty approval of every American. During this fight the marines suffered relatively few casualties and the Amphibs none at all.

According to a prearranged plan the Green Beach force was to evacuate all personnel and equipment from that area on 6 January and join the force on Yellow Beach. It so happened that the northwest typhoon season was just getting a good start. The high surf, rough seas, and stormy weather that it caused played havoc with the evacuation. Shuttle missions from Green to Yellow Beach were run continually for over a week by the Amphibs and not once during this period could the weather be classified as anything but "foul." On the first trip the seas were the most difficult the Amphibs had yet faced but they gained new confidence in their craft when they weathered the twenty-foot swells which had turned back the Navy's PT boats. The passengers took a beating as the small boats were tossed about by the mountainous waves like match sticks. The sheets of driving spray and rain did not add to their comfort either. The Ms and Vs were not designed nor intended to weather such seas, but the men had a job to do and they did it. The marines were landed.

During the evacuation the 592d suffered several losses in landing craft. The poor condition of the beaches and the rough water took a heavy toll. No lives were lost. The prompt and skillful work of 2d Lt. (later 1st Lt.) Wilfred E. Poppen, Company C, 592d, of Toledo, Ohio, and his salvage detail in pulling beached landing craft off the surf-swept beaches contributed greatly to the success of the evacuation.

At Yellow Beach the 2d ESB boats were held in reserve on the initial assault but had the usual resupply and reconnaissance missions thereafter as in previous operations. Shortly after the landing on D-Day a few Jap bombers and Zeros came over to bomb and strafe the beach. They had an American A-20 right on their tails but they still managed to drop several bombs. The Zero dived low over the landing craft but was shot down by the gun crews on our boats and on one of the LSTs. It was hard to determine just who got him so the Amphibs only claimed credit for half a plane.

Boat maintenance on Yellow Beach was their most difficult problem. The beaches were rocky and the waters offshore full of coral. Propellers were continually chewed up, shafts bent, and bottoms damaged as the heavy surf pounded the boats while they were being unloaded or loaded. Several times during strafing attacks and enemy artillery barrages the bullets and shell fragments opened fair-sized holes in the hulls. Improvisation was the rule

rather than the exception on Yellow Beach. When anchors were lost because lines were cut on the sharp coral, the maintenance crews searched until they found a cache of Jap anchors and a roll of Jap steel cable. Although they were extremely light they worked out well and the worry over lost anchors was eliminated. 1st Lt. (later Capt.) Ellis M. Ivey, Jr. of Western Springs, Illinois, set up a boat maintenance detachment on Dot Island a few miles off Yellow Beach. A shortage of shipping space had prevented his bringing the usual heavy equipment for handling the barges. No M-20 crane was available to lift the sterns of the boats. As a result many a propellor was changed by divers working underwater in the heavy surf. Nevertheless, the boats were repaired and put back into operation in a remarkably short time. The job of the maintenance men is to keep the boats running and on Yellow Beach, despite the numerous difficulties, they did their job well. Later at Leyte Capt. Ivey was presented the Legion of Merit for his wonderful work and leadership.

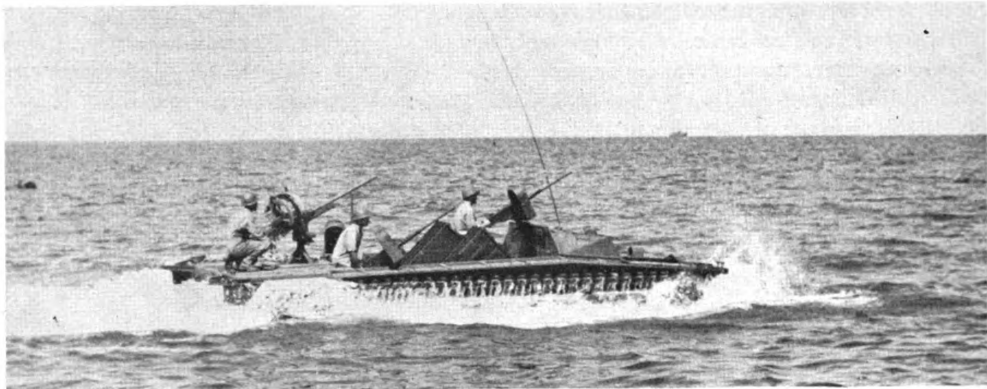
The rocket DUKW on Yellow Beach, under the command of 1st Lt. Vermell A. Beck performed admirably. The first time they were called into action was when a marine advance was halted by a Jap pillbox at a most strategic road junction. Access to the pillbox other than by a frontal attack was impossible and that would have cost the lives of several men. When the DUKW was brought into range Lt. Beck fired only twenty rounds at the target. The story goes that the marine commander jumped up and down with joy when he looked at the damage it had caused. Many Jap dead were found. On another occasion a DUKW shelled a deep ravine through which the Japs were passing. The Japs thought that they were well masked from artillery fire, but they evidently had not heard of the new American rockets. Over 200 Jap bodies were mute evidence to the effectiveness of the fire.

The DUKW was also used to rescue a wounded marine who was lying in an exposed position on a long, narrow sandspit extending from Natamo Point near Yellow Beach. Two marines endeavored to rescue him but, once on the sandspit, they were pinned down by enemy fire and could not get off. Landing craft volunteered to go to their assistance but sand bars prevented them from getting close enough. The rocket DUKW was called into action and the crew laid down a 105-round barrage inland from the sandspit. Under its protection the two marines crossed to safety. Unfortunately, the third marine was already dead.

The rockets were used quite frequently after that on various missions. Their performance on Cape Gloucester plus the fine work done by the 592d boatmen on resupply and reconnaissance missions received high praise from Major General Rupertus, the Commanding General of the 1st Marine Division. At a conference of all unit commanders early in January the General stated in effect:

"Gentlemen, you have more than upheld the fine tradition of the United States Marines. You have done a wonderful job and I congratulate you. And that is not only true of the United States Marines, but of the 2d Engineer Special Brigade as well."

During the month of February the 592d detachment on Cape Gloucester received many casualties due to air attacks—both by Jap and American planes. One LCVP was sunk when it received a direct hit by an enemy bomb and two nearby LCMs were severely damaged by shell fragments. One officer and four men could not be located and were presumed to have been killed in the attack. On two separate occasions American pilots who must have mistaken the 2d ESB craft for enemy barges zoomed down in strafing attacks. When they came close enough to see the flags and identifying insignia on the boats they immediately ceased firing, but their aim was good and usually by the time they noticed their error, it was too late, and members of the boat crews were already hit. It was just one of those unfortunate accidents of war. Fortunately, by keeping as close liaison as possible with the Air Force, only two such attacks occurred.

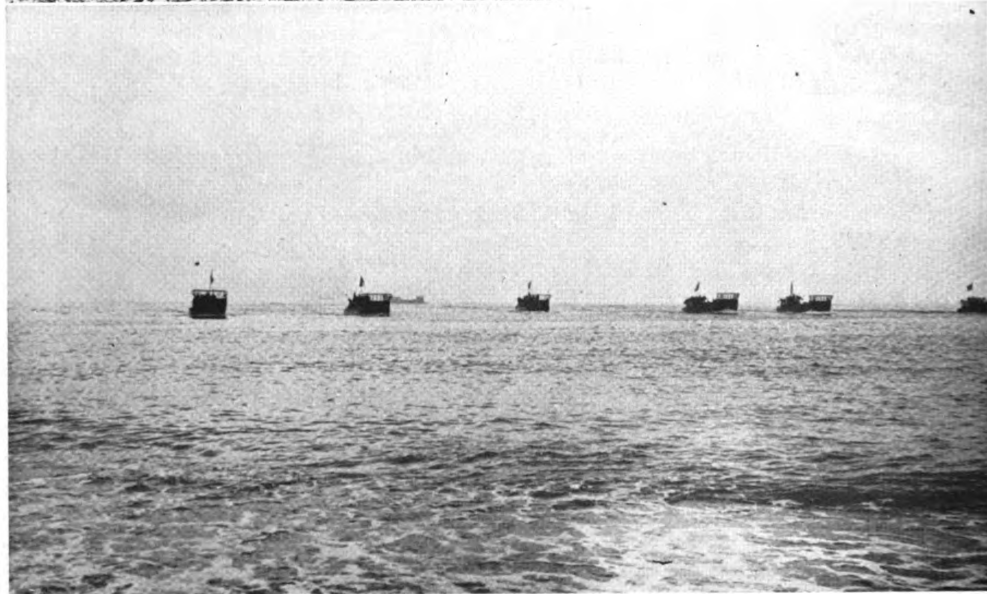


Bristling with armament, this "Buffalo" served as support during invasion landings. Manned by Amphibian Engineers, its many guns were used to repulse attack from land, sea or air.



Saidor, New Guinea. 2 January 1944.
Unloading artillery ammunition from
Co. "B", 542 EBSR LCM.

Saidor, New Guinea. 2 January 1944.
One wave of Co. "B", 542 EBSR,
LCMs heading for the beach.



The 2d ESB boats landed several marine detachments at various beaches along the northern New Britain coast from Yellow Beach as far east as Talasea, 160 miles nearer Rabaul. On this landing they worked with a detachment of the 3d ESB and the cooperative, rather than a competitive, spirit that existed between the men of both brigades was very evident. On the first of May the Cape Gloucester operation was declared to be successfully concluded and the 592d detachment returned to its regimental area at Oro Bay.

On the same night that the 592d boatmen landed the marines on Cape Gloucester, another 592d provisional group, consisting of Company D and some attached medics and boatmen and an Australian radar detachment, effected a successful landing of their own on Long Island. That small island, 105 miles north of Finschhafen and at the head of the Vitiaz Strait, provided an excellent location for radar installations and a lookout station. The task group of about two hundred officers and men under the command of Major (later Lt. Col.) Leonard Kaplan of Hempstead, New York, proceeded to Long Island on PT boats, arriving there shortly after midnight on 26 December. The men went ashore in rubber boats. A passenger on a rubber boat always has the feeling that the slightest movement will cause it to capsize and during this landing the sea was not calm. Actually two of the boats did capsize in the surf but, luckily, no men or equipment were lost.

As they had been told to expect, the landing was unopposed. Three days before the actual landing Major Kaplan and two amphibian scouts had reconnoitered the island and found no trace of enemy occupation. This landing was the deepest allied penetration into Jap-controlled territory up to that time and the absence of opposition was a disappointment to the shore engineers who were well armed and anxious for a crack at the enemy. It turned out that while the Japs had never garrisoned Long Island it had been used as a staging point for Jap barges enroute from Rabaul to Wewak. Our seizure of Long Island stopped this traffic.

Since the island was some distance from the New Guinea mainland the resupply of this task group was a difficult problem. Several LCM convoys carrying rations and supplies made the trip through the rough seas to Long Island the next few weeks and PT boats frequently dropped off supplies, but for the most part the detachment was left entirely alone. The men did not mind this a bit, for although life was somewhat boring, the natives were friendly, the island with its twin mountain peaks and large volcanic lake was beautiful, fishing was good—and there were no Japs. The detachment remained on Long Island almost two months during which time they set up the radar station and constructed a cub airstrip. Otherwise they just held the island and defended it against Japanese occupation. One night a flash flood caused by torrential rains caved in the bank where one of the bulldozers was parked. It fell into the usually shallow stream, but the flooded stream now had so much power it washed that heavy dozer away. It was never found.

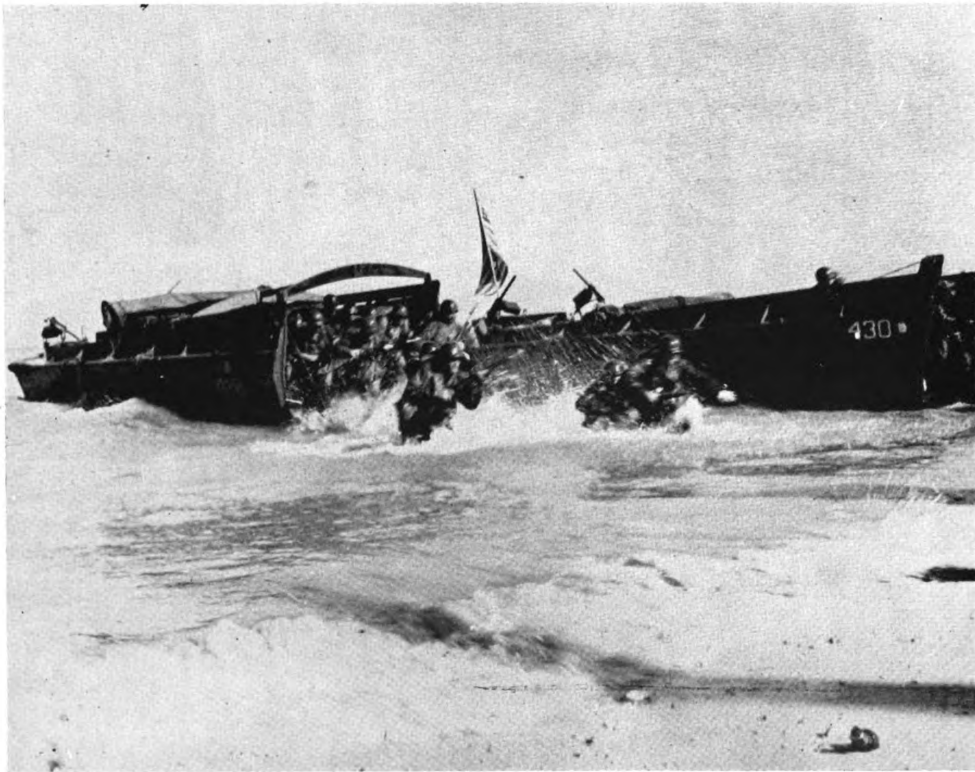
With the landings on New Britain and Long Island so successful, General Krueger's Sixth Army followed up with another landing, this time at Saidor between Sio and Madang on New Guinea's north coast, to cut off the Japs retreating from the Huon Peninsula. Under the Command of Lt. Col. Robert J. Kasper the Shore Battalion of the 542d EBSR and a small boat detachment of 6 LCMs plus 2 Rocket DUKWs landed at Saidor with troops of the 32d Infantry Division on 2 January 1944. The landing was also unopposed. The task group left Goodenough Island on 31 December and traveled over New Year's day stopping at Finschhafen only long enough to pick up and tow to the objective area a dozen LCMs loaded with the two DUKWs and bulldozers. The next morning there was the usual naval and aerial bombardment on the assault beach after which the troops went ashore. Inasmuch as this was primarily a shore operation for the 2d ESB every step of the planning was aimed at the elimination of waste time in the unloading of the large landing craft. The reconnaissance parties went in on the first waves to select sites for supply dumps and the best

routes for exit roads from the beach. The bulldozers brought in on the first few waves had already cut these roads and cleared dump areas when the six LSTs landed. The beach was covered with rocks the size of turtle eggs and vehicles coming off the LSTs had difficulty in getting enough traction to cross it. When Colonel Kasper noticed this, he stopped the unloading for a few minutes while pathways were cleared and from then on everything went like clockwork. Assisted by the infantry and even the Navy personnel on the LSTs, the 542d set a new record in the unloading of the six LSTs. It took exactly three hours! The careful advance planning, the cooperation of every unit, and the absence of enemy opposition made this record possible.

Except for one engagement in which the Support Battery's two rocket DUKWs under 1st Lt. (later Capt.) Edwin T. Stevenson of North Plainfield, New Jersey, participated, the Saidor encampment had a peaceful existence. On the third day after the assault the two DUKWs were loaded on LCMs and, proceeding to Biliau Village further up the coast, they fired 360 rockets which completely destroyed all buildings and exploded a large Jap ammunition dump. Upon completion of this mission the DUKWs returned to their base at Cape Cretin.

Although the first few days of the Saidor detachment were devoid of serious trouble, it could not last forever. The same storm that caused several 2d ESB landing craft to be wrecked on Cape Gloucester also brought heavy rains on Saidor. As a result the roads became

Saidor, New Guinea. 2 January 1944. LCVPs of Co. "B", EBSR, carry assault troops to the beach through surf.



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mud holes and the dumps became bogs. The rain did not actually hurt anyone, but it and its resulting mud did make life very, very uncomfortable.

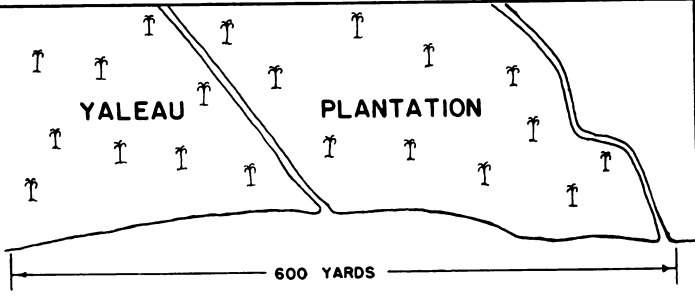



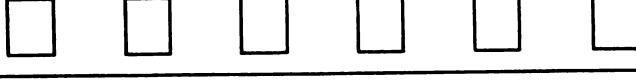

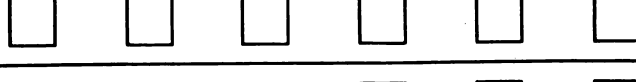
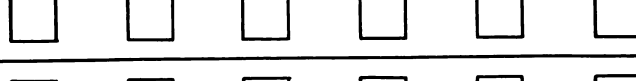
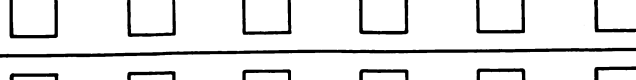

The 542d received one casualty death but that was not due to enemy action. On the night following the landing one of the men got up and wandered from the camp area. A sentry, who could not see him clearly in the dark shadows, challenged him several times. When there was no response, the sentry figured him to be a Jap infiltrator and fired. It will never be known whether the man was sleep walking or tongue-tied with fright when challenged at the point of a gun. Strange and unfortunate accidents occur in time of battle.

The possibility of using decoy landing craft to distract the enemy planes from the real boats had often been discussed by the Amphibs. Why not try it? At Saidor they did, but with quite unexpected results. Several dummy barges built of canvas were located in a partially camouflaged position up the coast from the true anchorage. The airforce was told of the plan. However, a friendly reconnaissance pilot spotted them and, figuring they were most certainly Jap barges, relayed the information to his commanding officer. Within an hour our own aircraft were strafing and destroying the decoys. If the assumption that anything that fools our Air Force will certainly fool the Japs holds true (and it is usually correct), the plan is feasible. However, it was not tried again and the subject merely became "one for the book."

When the Saidor operation was closed early in February, the 542d detachment with the exception of Company B returned to Oro Bay. On 5 March Company B with 75 LCMs and LCVs attached from the 3d ESB landed two infantry battalion combat teams on the beach at Yaleau Plantation northwest of Saidor. PT boats and rocket LCVPs shelled the beach prior to the landing. There was very little enemy opposition and the landing was made without incident.

Meanwhile, the 5th Australian Division and the 532d boats were pushing their way up the coast from Sio. They contacted the forces working east from Saidor on 10 February to bring the entire New Guinea coast line as far north as Saidor under allied control. On this advance the 532d boatmen had several unusual experiences. 1st Lt. Edwin T. Foster, Co A, 532d, of West Orange, New Jersey, while engaged in reconnaissance of the forward beaches, discovered two Australian DUKWs stranded on the beach near Lepsius Point which was still enemy territory at the time. Thirteen Australian troops, the crews and passengers of the DUKWs, were apparently surrounded by the enemy but Lt. Forster landed and assisted in refloating one of the DUKWs. The withdrawal from the beach was covered by two flak boats in his detachment. On the return trip they were fired on by enemy machine guns and his boats received several hits. The flak boats opened fire immediately and in a few minutes the enemy guns were silenced. Australian scouts later reported finding the abandoned guns and one dead Jap. This was the first time the brigade's flak boats were used in combat. They are LCMs mounted with four Martin Turrets with twin 50-caliber machine guns, a 37-mm gun, two 20-mm guns, and rocket launchers. Designed by Major (later Lt. Col.) Elmer P. Volgenau and built by men of the 162d Ordnance Maintenance Company to give added fire support to the landing craft convoys and reconnaissance patrols, the flak boats showed their usefulness on their first mission. Since then they have been used constantly on all missions and have established for themselves a long record of destroyed enemy planes, barges, and personnel. Several newspapers in the states commented on "General Heavey's battleships" pointing out that pound for pound they had greater fire power than a real battleship.

Two other incidents on this advance resulted in the capture of two Jap prisoners. One Amphib patrol from Company E, 532d, came on a Jap going through the pack of a comrade who had been killed by the natives. They approached him with extreme caution

YALEAU OPERATION		LANDING DIAGRAM RED BEACH		5 MARCH 1944	
WAVE	TIME	COMPOSITION	CRAFT	TROOPS	
					
1	H-HOUR (0735)		4 LCVP 2 LCM	300	
2	H+5 (0740)		6 LCVP	180	
3	H+10 (0745)		6 LCVP	180	
4	H+15 (0750)		6 LCM	348	
5	H+40 (0815)		6 LCVP	36	
6	H+60 (0835)		6 LCM	120	
7	H+75 (0850)		6 LCM	78	
8	H+100 (0915)		6 LCM	42	
9	H+125 (0940)		6 LCM	64	

and then with a sudden rush, they pinned him to the ground. He was turned over to the Australians for questioning. On another day two other Amphibs from the same company were swimming in a river near Sialum when an Australian patrol told them there was a dead Jap up on the beach. Always curious they went to see him, but he wasn't dead! When discovered, he made a rush for a cave near him. Here was a situation. Should the men, unarmed, follow him into the cave where they might possibly be ambushed by other armed Japs, or let him go? They could see ammunition, a bayonet and other equipment, at the mouth of the cave so they carefully fished it out with long poles. After a cautious search they found another entrance to the cave and the Jap, alone and apparently unarmed, could be seen inside. They drove him out with rocks, one of the men hitting the Jap on the head and knocking him out. He was turned over to the Aussies.

The Arawe and Gloucester landings on New Britain had made the Japs think the Allied Forces were headed for Rabaul, the key fortress to the Jap defense system in the Solomons and Bismarck Sea areas. In October the Air Force began a full-scale and an unremitting attack on the Rabaul bastion. Occasionally naval units would approach that base and shell the area relentlessly. To strengthen the idea that Rabaul was the allied objective, the Marines from Cape Gloucester continued their thrust along the northern New Britain coast as far east as Talasea, 160 miles east of their initial beachhead. Yes, the Japs had every reason to believe—and fear—that Rabaul was next. Captured Jap diaries later revealed that they were so certain of attack that every spare moment was spent in setting up their installations inside deep mountain caves. But much to their surprise the next blow fell—not on Rabaul—but on the Admiralty Islands.

By virtue of their successful landings on Long Island and at Saidor, the Yanks and Aussies controlled the entire Huon Peninsula. This provided then with protection from the rear during the three hundred-mile dash from Finschhafen to the Admiralties. Control of Western New Britain gave protection on the right flank. Plans for the assault were made and the American occupation of the Admiralties began the last day of February 1944.

On that day a reconnaissance force from the 1st Cavalry Division landed in the vicinity of Hyane Harbor on the island of Los Negros. There was little opposition and by nightfall of the first day this force had established a beachhead fronting on the Momote airstrip only a short distance inland. Realizing that enemy forces were in position across the strip, they did not press their advance further until the main attack force landed two days later to support them.

The participation of the 592d EBSR in the Support Task Force began only a few days before they actually embarked. Major (later Lt. Col.) Kaplan, the Shore Battalion Commander, received sudden orders late in February to prepare certain units of the regiment for an immediate combat mission. Company E, with Captain (later Major) Henry M. Seipt Jr. of Riverton, Wyoming, in command, was expanded into a provisional task group by the addition of Medical, communication, and weapons sections. Six LCMs and six LCVs represented the Boat Battalion in this initial mission. As the operation progressed and new landings on the surrounding islands were made, more men and boats were sent to the Admiralties.

With the exception of slight and only intermittent hostile fire during the approach to the beach, the convoy arrived about noon on the second of March without incident. Immediately the shore engineers set to work with their bulldozers constructing LST ramps and dump areas. Roller conveyors were erected deep into the throats of the LSTs that somehow resembled huge dead whales with their mouths open and massive lower jaws resting on the beach. The unloading did not go off as smoothly as was anticipated because enemy fire still raked the narrow beach every once in a while causing a congestion of personnel and vehicles.

However, before darkness fell the entire convoy was unloaded and the men prepared to "dig in" for the night. During this process of "digging in" a corporal of one of the machine gun sections working on his emplacement was killed by the accidental discharge of his rifle. Warned to anticipate infiltration, the 592d engineers obeyed orders to remain in foxholes throughout the night; there was no evidence of "trigger-happiness" on their part though small arms fire continued on the cavalry perimeter as they repulsed successive enemy patrols.

The next morning the Momote airstrip was completely cleared of the enemy. Their casualties of the night before, which must have been considerable, had apparently been taken back with them. As the cavalry moved along the coast to cut off the Japs on the Jamandilai Peninsula, the protecting arm of Hyane Harbor, the Amphibs were busy moving the piles of supplies to a new and more permanent dump area. They moved their CP and set up a new perimeter defense system for their second night ashore. A large counterattack was expected and orders were issued for every man to sleep in his foxhole again and for the guards to fire at anything moving above ground from dusk until dawn.

At approximately three o'clock the next morning the enemy with a force of about fifteen hundred men stormed the right flank of the Yank perimeter. They found the Cavalrymen and Amphibs waiting. Every available weapon was brought to bear on the Japs as they charged time after time. The 592d men were constantly active and their guns kept up a steady stream of fire. At daylight there were almost two hundred dead Japs piled in front of the perimeter and it is believed that many more casualties had been dragged away. How many of these were killed by Amphibs we will of course never know. An hour after day break, fifty Japs shouting hysterically and singing "Deep in the Heart of Texas" charged the perimeter in suicidal frenzy. Not one survived.

But the fighting was by no means one sided for a check up of the 592d personnel revealed one officer and three men killed and several wounded. Most of these casualties were received at one time when the engineers had taken a temporary refuge with some cavalrymen in a dugout. Suddenly two tommy gunners appeared at each entrance to the dugout and sprayed the inside with .45 caliber slugs. Perhaps the gunners were Jap. Perhaps American. The mystery remains, but the bullets killed all the same, sad to say.

Although there were many instances of individual heroism by the men of the 592d detachment in the defense of the beachhead that night, there is one incident that is outstanding. Three times during the fighting the cavalry and engineers withdrew to prevent being cut off by infiltrating Japs. In this withdrawal movement they took the bolts from the machine guns and their ammunition, but left the guns in their defensive positions. From their new line of resistance they repulsed the Jap attack and later, when the situation permitted, returned to their forward gun emplacements. One gunner, Corporal Joseph E. Walkney, Co C, 592d EBSR, of Pittsburgh, Pennsylvania, obeyed these instructions but with reluctance. He could not see the sense in leaving his gun in the face of an attack. The idea to go back to his gun obsessed him until he couldn't resist. Grabbing a bolt and some ammunition he cautiously crawled back to his old gun position. The rest of his crew tried to stop him but he paid no attention. Singlehandedly he put his weapon into action and waited for an appropriate target. It was a dark night and he could scarcely distinguish the swiftly advancing forms of Jap infantry, but he could hear their blood-curdling screams. There they were—right in front of him! His left forefinger squeezed the trigger and his gun sputtered a trail of hot lead. Corporal Walkney did not live long enough to see the damage he had caused or even to know that he alone had smashed the Jap charge. At dawn he was found dead behind his gun. In front of it many dead Japs laid sprawled in grotesque positions. Undoubtedly he had wounded others who had very probably crawled from his line of fire only to be killed by someone else's bullet. Through his efforts there was no break through the American defense lines that night.

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The next few days were rather uneventful—the camp area was improved, the beach was prepared for the next echelon of LSTs, and maintenance was done on all boats and vehicles. When the LSTs arrived they brought with them five more badly needed LCMs, including one flak LCM, and four LVTs of the Support Battery. One of the LVTs was equipped for rocket firing and was under the command of 2d Lt. (later 1st Lt.) Donald B. Davis of Chicago, Illinois. Immediately every available craft was requested by the cavalymen for a series of end runs and reconnaissance missions in and around Seeadler Harbor on the north coast of Los Negros. They made their first attack on Papitalai Plantation located on a peninsula that jutted out into the harbor. Firing rockets and strafing the beach with automatic weapons, the combat LVT and the flak LCM, under the command of 2d Lt. (now 1st Lt.) George W. Hawk, Hq. Co. Sh. Bn., 592d, of Tulsa, Oklahoma, smashed all enemy opposition and led the first waves of LCMs to the beach. Thirty casualties, including twelve “good” Japs found in a bunker untouched save for their eyes blown out by the rocket’s concussion, were definitely credited to the LVT. Throughout the day the landing craft shuttled back and forth bringing troops to the new beachhead. It was a most successful mission.

Here was a turn of events that favored the Yanks. With added fire power, the effectiveness of which had just been displayed, they could send reconnaissance missions deep into the enemy’s defense line. They pressed their advantage well. The Japs never knew where the next blow would strike and they came so rapidly one after the other that they had little time to prepare an adequate defense system. In rapid succession the Yanks landed on Lombrum Point, Bear Point, and two small islands of Butjo Luo just off the coast of Manus Island—the largest of the Admiralty group. In each of these landings they encountered little opposition.

Meanwhile the rest of the 592d Shore Battalion and some additional landing craft from the Boat Battalion had arrived. The shore operations and reconnaissance missions assumed an increased tempo as more supplies were rushed to the new American base. The spirit seemed to be “When you’ve got them on the run, keep pushing.”—and that’s exactly what they did.

As far as the Amphibs were concerned, the outstanding exploit of these stepped-up operations was the first landing on little Hauwei Island a few miles out of Seeadler Harbor and just north of Manus. Here one of the LCVs, coxswained by T/4 James C. Breslin of Philadelphia, Pennsylvania, covered by a single PT boat, landed a reconnaissance patrol of some twenty-five cavalymen on 11 March. Aerial photos of the island and information from friendly natives indicated the island was unoccupied. However, the Japs were there in force and very cleverly concealed. They allowed the cavalry patrol to land and then ambushed them as they pushed inland. Other Japs opened up on the PT boat and the lone LCV. The landing barge was armored and managed to turn the enemy fire but the PT boat was forced to retire. Sergeant Breslin, seeing the patrol in trouble on shore, headed his boat back to the beach and, although, under continuous fire the full distance, he succeeded in picking up eight survivors, five of whom were wounded. Retracting from the beach he spotted another group up the beach who were frantically signalling for his assistance. Again he pushed his craft to the shore and succeeded in picking up those men. He retracted a second time. Meanwhile, Jap mortar fire was hitting all around the small boat which veered to the right and then to the left to throw the Japs off their aim. Their luck ran out for a shell hit very closely and fragments penetrated the boat’s armor. It began to sink. The crew during this time had managed to get life jackets on all the passengers, including the wounded. Sergeant Breslin, who was now seriously wounded, set the engines at full speed and went as far out to sea and out of range of the enemy

fire as he could before the boat went down under him. All personnel floated clear. When the PT boat arrived back at the base they reported the ambush and indicated that they believed every man had been killed. However, a bomber was sent to investigate the scene just in case the unexpected had happened. When the pilot sighted the survivors bobbing around in the water, he radioed back the information and soon rescuing craft were on the way. The LCMs crew—Sgt. Breslin; Sgt. Franklin Armstrong of Muskegon, Michigan; Cpl. Walter Wilson of Spartansburg, South Carolina; and Private Henry Renfro of Curly, Alabama—were highly praised by the cavalry commander for their heroic action. The next day a cavalry force, supported by three LVTs, one flak LCM, and two rocket LCVs, made a successful landing on the same beach and wiped out the entire Jap garrison. Observers said that the rocket assault was the heaviest yet launched in a pre-landing barrage.

A few days later another large scale landing was run off when the cavalymen were landed on Manus Island with the Lorengau airstrip as their primary objective. Again the buffalos, rocket Vs, and the flak M had a field day as they laid down a preliminary barrage on the objective beachhead. The actual landing was unopposed, but several Jap bodies and the appearance of the camp area were mute evidence that the Japs had departed rather hurriedly. The cavalymen lost no time in advancing through the jungle and in a few hours the airstrip was won. During this operation Sergeant Harold P. Waldum, Hq. and Service Company of Black River Falls, Wisconsin, was a gunner on one of the LCMs on a resupply mission up the coast to the forward elements of the cavalry. Enroute he observed several casualties awaiting evacuation on the beach. Japs in the hills behind the beach had spotted the helpless group and were covering the beach with an intense machine gun fire. Escape seemed out of the question. Sergeant Waldum, immediately manned the gun on his craft and from an exposed position he delivered an accurate and prolonged fire on the enemy, thus enabling the boat to approach the beach, obtain the wounded men and withdraw. He was justly awarded the Silver Star Medal.

A few days later the rocket and flak boats returned to Lombrum Point where a small enemy force has been detected. Over one hundred rockets and thousands of rounds of ammunition from the automatic weapons were fired into the enemy camp. Several pillboxes were destroyed and the enemy was forced to retreat over the ridge where they were decimated by waiting American troops.

The march continued as island after island was mopped up. Tremendous rocket barrages followed by cavalry assaults on the several beaches was most effective. Pityilu, Koruniat, and Ndrilo Islands north of Manus were seized without much struggle. In rapid succession invasions were made on the islands of Rambutyo and Pak on the southern fringes of the Admiralty group. In all of these operations the boatmen and cavalymen worked in close cooperation. Detachments from the shore party participated in each assault to unload supplies, construct roads, evacuate casualties and maintain the dump areas. Opposition on all of these islands rapidly diminished until it was entirely eliminated. Not a Jap remained.

The latter part of April orders were received for some of the 592d units to make preparations for a new and more far-reaching operation. The islands of the Admiralty Group were now in American hands after a highly successful campaign in which the ratio of enemy dead to the American was better than fifteen to one. An invaluable base had been cheaply gained and was quickly being put into operation for the continuing land, sea and air offensive against the remaining Jap bases barring the way to Tokio.

The 592d had won the respect and admiration of the 1st Cavalry Division. The Amphibs and the Cavalymen were destined to be together in many important operations to come. The close feeling of comradeship and mutual confidence in each other established in the Admiralties were to pay dividends later in the Philippines.

Chapter VII

Hollandia and Tanahmerah

THE allied attacks from Buna to Saidor had forced a large number of the enemy to flee from the coast up into the hills where many of them were either killed by the natives or overcome by the ferocity of the jungle winds. Others though made the long overland trek and succeeded in rejoining the Jap forces along the northern New Guinea coast. Aerial photographs of the Wewak-Hansa Bay area revealed that it was being heavily fortified to resist the Aussies and Yanks who were driving northward from Saidor. Perhaps the Japs planned to use Wewak as their "ace in the hole" and stake everything on its defense. If so, General MacArthur trumped their ace when he by-passed Wewak and opened a three-pronged amphibious offensive on Hollandia, Dutch New Guinea. This move was to isolate the Jap garrison at Wewak. During the next twelve months they were to make repeated attempts to break out of this trap but always unsuccessfully. It was not until the Spring of 1945, while the 2d ESB was busily engaged in mopping-up operations in the Philippine Islands, that Wewak fell into allied hands.

The Hollandia operation was vastly different from the previous landings in which we had participated and for two reasons: it was much larger and the distance from the home base was far greater. The number of troops, landing craft, warships and carrier-bourne planes involved in this operation exceeded anything we had ever hoped to see. The contrast with our first amphibious attack at Nassau Bay was astonishing. Undoubtedly the Japs were equally amazed and much less favorably impressed. The seven hundred-mile trip from Finschhafen to Hollandia was a longer hop for a combat mission than we had ever before attempted. Sufficient supplies and equipment to last for many days had to be taken in the first echelon for, once the beachhead was established, there could be no short dashes back to the main supply base for items that had been forgotten. Planning for such a gigantic operation had to be exact. Nothing could be overlooked.

In this operation the 2d ESB was assigned the mission of supporting the two main divisional landings at Hollandia and Tanahmerah while the 3d ESB supported the landing of a regimental combat team at Aitape. Inasmuch as the 532d EBSR, located near Finschhafen, had previously operated with the part of the 41st Infantry Division during the Nassau-Salamaua mission, General Heavey selected the 532d regiment to work again with that division in the landing at Hollandia. Friendships of Morobe and Nassau Bay were renewed. A full-scale rehearsal in preparation for the scheduled operation was held early in April. Strange to relate, it was held on the same Red Beach east of Lae where the 532d had landed Australian troops seven months before. Meanwhile, the 542d EBSR, most of which was located around Lae, was selected to work with the 24th Infantry Division in the assault of Tanahmerah. A rehearsal of that operation was desired by the commanders of both units, so the 542d moved from Lae to Goodenough Island where the rehearsal and



Tanahmerah Bay, Dutch New Guinea. 22 April 1944. Shore Bn., 542 EBSR, operating beach and unloading LSTs, LCMs, and LCVPs.

Tanahmerah Bay, Dutch New Guinea. 22 April 1944. Another special job of 2 ESB. Tec. 5 William Graham, Tec. 5 Paul Dearing, Lt. Col. Garber, and Tec. 4 Clay Carter of Co. "C", 542 EBSR, placing buoys off Red Beach to mark channels and under-water obstructions.



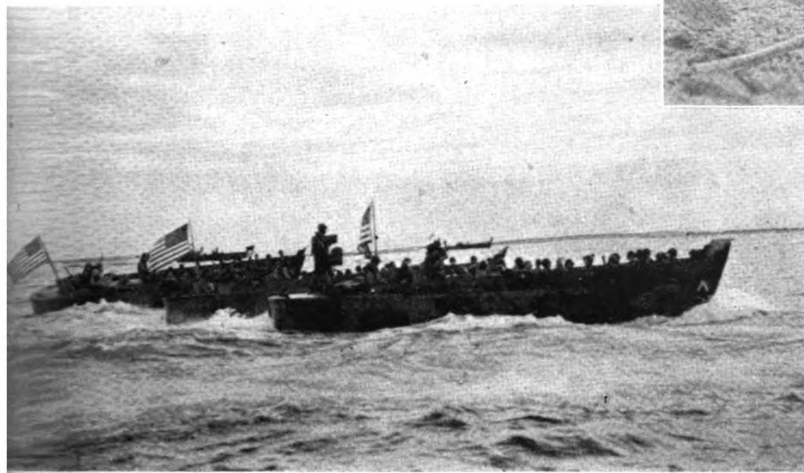
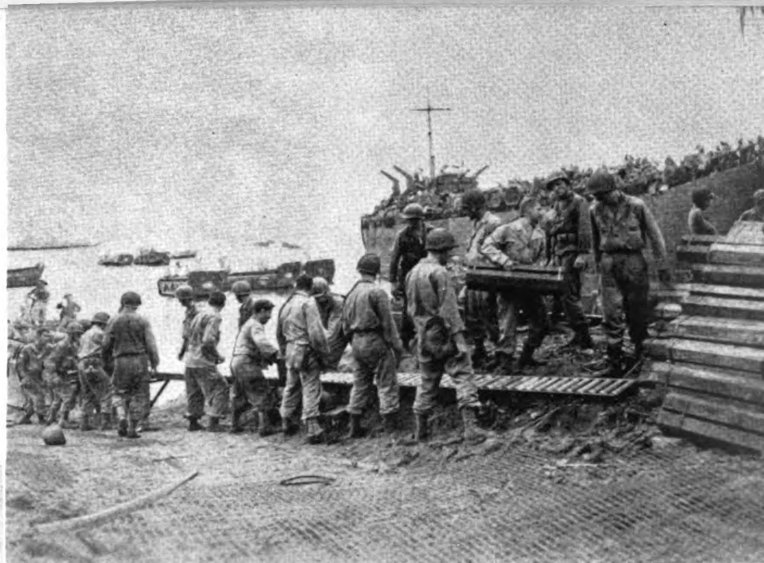
staging for their part in the operation was to take place. The Amphibs were on Goodenough for such a short time that only a temporary camp was set up. The men of the Boat Battalion slept on the transports and naval craft that took them to Goodenough and that were also to carry them to the operational area on D-Day. On the day chosen for the "dry run," the 542d landed elements of the 24th Division at Taupeta Bay on the New Guinea mainland in a full-scale operation that employed the transports, LSDs, LSTs and their own barges. Both regimental rehearsals showed a few spots where better coordination was necessary and helped a great deal in getting the essential teamwork necessary for a successful amphibious operation.

The 2d ESB Support Battery, now under the command of Major Charles K. Lane, which by this time manned a force of 35 LVTs, or buffalos, in addition to its rocket and flak LCMs had divided into two detachments, one to go to Hollandia and the other to Tanahmerah. The LVTs, although slow in speed, were used in making end runs and reconnaissance missions on D-Day. They later proved themselves most instrumental in the capture of the three Jap-held airstrips near Lake Sentani.

The 1000-mile jump from Goodenough and the 700-mile jump from Finschhafen were much too far to run the small brigade landing craft under their own power, so the Navy came to our rescue on this problem. It was agreed that the naval transports would leave their own landing craft on the near shore and carry our boats and crews in their stead. Davit space on the LSTs was furnished to carry the LCVPs. They also furnished us with three LSDs, which were in effect floating drydocks, to carry our LCMs loaded with tanks and bulldozers, those two very critical pieces of equipment necessary for a successful landing.

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Tanahmerah Bay, Dutch New Guinea. 22 April 1944. Shore Bn., 542 EBSR, handling cargo on Red Beach. Road of steel matting in foreground.



Tanahmerah Bay, Dutch New Guinea. 22 April 1944. Boat wave formation of Co. "A", 542 EBSR, carrying assault infantry to Red Beach.

Let's compare the convoy of the Hollandia operation with that of the Nassau Bay mission only ten months earlier. For the Nassau Bay mission we had 30 landing craft, including two captured Jap boats, and an escort of only two PT boats. For the Hollandia mission we had 280 landing craft, including buffalos, rocket and flak boats, LCMs, LCVPs and navigation control boats. Our escort consisted of battleships, cruisers, destroyers, rocket and personnel LCIs, subchasers, tugs, transport vessels and, for the first time in the southwest Pacific, escort carriers with their fighters and bombers ready to protect the convoy when it was beyond the reach of land-based planes. Is it any wonder that every American who participated in that operation felt within himself an inner glow of pride? The American Eagle was beginning to show its claws.

Off Manus Island in the Admiralties the two convoys, one from Goodenough and the other from Cape Cretin, united to form one immense convoy that seemed to stretch in all directions to the distant horizon. On 21 April they started out at first on a false course northward toward Palau to mislead any hidden coastal watchers, lurking Jap planes or submarines that might try to plot the convoy's true objective. Then, after dusk, when the convoy was far away from the Admiralties, every ship suddenly wheeled to port and headed on a direct course toward Hollandia.

Just as the branches of a tree spread out in all directions from its trunk toward the sky so did the tentacles of this invasion convoy slither out in all directions toward the widely separated beaches in the objective area. The first split in the convoy came when the 3d ESB task group cut to port and disappeared over the horizon toward Aitape. Only a few miles offshore from the main Hollandia beachhead, another task group, the 542d,

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veered to starboard and sped toward Tanahmerah Bay. The main convoy carrying the 532d EBSR task group and the 41st Infantry Division continued on its course until it was only a few miles outside of Humboldt Bay. At the appointed hour every warship in the convoy opened a thunderous barrage on each of the four previously-selected landing beaches. Rockets swished. Planes from the carrier escorts bombed and strafed. The devastation ashore was terrific. Meanwhile, the small landing barges and buffaloes of the 532d Task Group, under the command of Colonel Alexander M. Neilson of Minneapolis, Minnesota, were being floated and loaded with passengers. Waves were organized and the dash to the beaches began. The initial waves met practically no opposition and the troops were landed safely. Buffaloes made subsidiary landings at Depapre and Pim since the rough coral reefs precluded the use of the landing barges on these beaches. Supported by the overwhelming fire of the rocket and flak LCMs, they likewise encountered no opposition. The landings on the two beaches of Tanahmerah Bay by the 542d were almost replicas of the Hollandia assaults. The bombardment was just as intense and the opposition as scant. As the infantry pushed inland they soon discovered the reason for this sudden absence of opposition. Once again the Japs who had survived the barrage had fled to the hills in panic. Food for their morning meal was found already cooked but still uneaten. Stores, weapons and personal equipment of every kind had been left behind in their mad scramble to vacate the area.

The amphibious part of the invasion clicked probably better than any previous operation in which we had participated. Everything went as planned. However, the work on the shore was a different story for the landing craft poured troops and supplies ashore much faster than they could be removed. All beaches at Hollandia and Tanahmerah proved more difficult than aerial photos and intelligence had indicated. They were very shallow, backed up by a hinterland of almost impenetrable mangrove swamp, and with absolutely no existing exits. At Tanahmerah a stream behind the main landing beach was identified from aerial photos as only "10 to 20 yards." It actually proved to be a swamp armpit deep extending inland from 100 to 400 yards. It is superfluous to say that the shore engineers had a big job cut out for them. No one had to put out a sign worded: "Danger, men at work," for there were no onlookers. Everyone was busy. Although the beaches were greatly overcongested and the terrain for dump areas was far from satisfactory, all Naval transports were unloaded on D-Day and got away before dark. There were no enemy air attacks that day. Planes bearing the star and bar insignia saw to that.

In the nights that followed, an occasional Jap bomber managed to slip through our air cover and antiaircraft defense and drop his eggs before he was shot down. The planes never returned to their bases, but the damage was already done. The Emperor would be proud. To the Jap pilots nothing else mattered.

Early in the evening of their second night ashore a red alert was sounded in the 532d area on White Beach 1. The sound of a diving Jap bomber sent the men rushing for their foxholes. Antiaircraft fire opened and tracers streaked toward the oncoming plane. The men waited. Down he came . . . nearer . . . nearer, and then, with a sharp zoom upward, he was away. Hear 'em? . . . Bombs! . . . Get down! . . . Whoom! Whoom! Whoom!—as rapid as that, and it was over.

Coming out of their foxholes the men were told that one of the bombs had landed harmlessly in the water, another on the sandy beach, but the third had obviously scored a direct hit on a huge Jap gasoline dump. Flames rapidly spread to our adjoining supply area. Supplies, records, ammunition, rations—everything that was needed to carry on the attack—was in that gigantic stockpile. The rush to unload the ships and the lack

of a wide dispersal area had forced us to pile the supplies in the only possible direction—upward. And now everything was in danger of complete destruction by fire.

Lieutenant Colonel Brockett soon had every man at work building a fire break in the supply dump. Gasoline drums were rolled to the right and left to cut a thirty-yard open strip from the beach through the area. Bulldozer operators were on the spot pushing barrels and supplies into the water. Human supply chains were organized and the supplies passed from one man to another until they reached the safety zone. Roller conveyors were hastily set up. Every man worked frantically to save everything he possibly could. Suddenly ammunition began to explode and the flames shot higher into the sky. The work put into the construction of the fire break was in vain for the flames jumped across it as if it was not even there. The men still did not stop but instead doubled their determined efforts. The fire continued to burn for several days with a resultant loss of around eight million dollars worth of supplies. But it wasn't the money that mattered so much to those men on the newly-won beachhead, it was the loss of thousands of tons of badly needed supplies and equipment. Casualties were not heavy due to the prompt action of the boatmen, shore engineers and medical personnel who performed heroically that night.

Major (later Lt. Col.) Elmer P. Volgenau, who was a brigade observer aboard an LST waiting to land at White Beach, reported:

"The holocaust on White Beach as viewed from the sea was so awesome and terrifying as almost to defy description. Great billowing black clouds of smoke were flung thousands of feet into the air from exploding drums of gasoline, while the oil, lubricants, rations, vehicles, and hundreds of tons of miscellaneous stores and gear burned below it in a solid, hideous, frightening wall of flame five hundred feet in the air for a mile and a half along the beach. Through this dense pall of smoke and flame all kinds of ammunition set up a pyrotechnic display to end all boyhood impressions of Fourth of July fireworks. The spitting, vicious crackle of millions of rounds of small-arms ammunition, grenades, and engineer explosives permeated with increasing waves of sound the shattering, crashing, crumbling roar and rumble of barrage after barrage of heavy artillery shells. In all directions, in all colors of the rainbow, rockets, signal flares, and white phosphorus shells sprayed out like all hell let loose. The fierce, eerie glare made faces look green in the half light. Shortly after the 2d ESB working and rescuing parties evacuated the beach due to the tremendous heat and danger of exploding projectiles of all kinds, the raging fire reached its maximum intensity in an intensity of destruction that made everyone gasp. None who saw it will ever forget the White Beach fire at Hollandia set off by one unlucky Jap bomb. Among the 'lessons learned the hard way by all ranks was 'Do not pile more supplies on a beach than the shore working parties can handle efficiently'."

In the midst of the action 1st Lt. (later Major) Wortham W. Dibble, Co. B, of Sumter, South Carolina, remembered that, just before the fire started, he had seen a wounded infantry soldier carried from the scene of the attack and placed in a dug-out about one hundred yards down the beach to await evacuation. The spreading fire and exploding ammunition caused everyone to flee from that area. Lt. Dibble had not seen the wounded infantryman, so he quickly called several of his men together and with great coolness he took them to the dug-out from which they moved the man to safety. Later examination showed the dug-out area to be scorched beyond recognition.

1st Lt. Robert L. Heath, Co. D, of Fort Meyer, Florida, saw to it that boats

to evacuate casualties were signalled ashore and that the men were safely transported from the area. During the action he was injured but he refused medical treatment, preferring to "patch" himself up and continue with his work until every man was evacuated.

Another officer, 2d Lt. (later 1st Lt.) Robert F. Dalton, Hq. Co. Sh. Bn., of Mansfield, Ohio, ran to the assistance of six wounded men who were lying in the middle of the firebreak with gasoline fires raging not more than twenty-five feet on either side of them. He saw that these men were removed to a safe area and then dashed into the fire to rescue another helplessly wounded man who had taken refuge in what he believed to be a comparatively safe foxhole. That act of heroism undoubtedly saved the man's life for the next morning that foxhole was filled with debris and blackened dirt.

In a catastrophe of this sort the men wearing the Red Cross brassard are always in greatest demand. The annals of military history are full of accounts where the first aid men have somehow or other always been in the midst of things to bring comfort and medical treatment to casualties. Without them, war would be much more grim and the cost in human lives far greater. Fortunately, our medical amphibs were present on White Beach 1 that night.

Upon arrival at White Beach 1 on D-Day the Collecting Platoon of Company B, 262d Medical Battalion, had set up their aid station in the center of the dump area where they had easy access to the entire beachhead. When the fire started the next night Captain Vincent S. Cunningham, the Commanding Officer, of Arverne, New York, immediately alerted and directed the movements of his men. His instructions throughout the action were sharp and concise: "Get the litters . . . first aid kits . . . blankets . . . move out . . . teamwork counts . . . don't get excited . . . clear those cots . . . bring him in . . . lie quiet . . . boric acid . . . bandage . . . adhesive . . . splints . . . tie that up . . . keep going . . . don't stop . . ." All that night and until noon the next day Captain Cunningham, 1st Lt. (later Capt.) Stephen A. Swisher III of Des Moines, Iowa, and their forty-four men worked feverishly. The litter bearers moved continuously through the holocaust of burning dumps and tremendous explosions. Again and again they returned to the inferno to rescue their comrades while the remainder of the personnel stayed in the aid station to treat the wounded. Many lives were saved by the effective care they so efficiently provided. It was only after all casualties and personnel had been evacuated from the danger area that the platoon retired to a place of safety.

The highest award that can be attained by any military organization, the Presidential Unit Citation, was bestowed upon this platoon on 22 September 1944. The last sentence of this citation to which nothing further need be added reads as follows:

"The heroism and determination of every man in this platoon, operating under the most hazardous and adverse conditions, exemplifies the highest traditions of the military service."

Meanwhile, the Support Battery buffaloes and flak boats were continuing their reconnaissance of the Hollandia area. On the morning of the initial assault two of their rocket LCMs and four LVTs carrying troops attacked and silenced the enemy on Hamadi Island just a short distance offshore from White Beach. Troops were landed on Pim Jetty and, owing to the difficult terrain, the buffaloes continued to carry them some distance inland. That night the rocket and flak boats took up position across the entrance to Jaufeta Bay to prevent the escape of enemy barges during the hours of darkness. Another section of the battery sank a 150-foot Jap tanker armed with a 3-inch gun and blew up two ammunition and two fuel dumps. The next day they reconnoitered Jaufeta Bay and

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found eighty-three Jap barges and three 100-foot boats which were immediately confiscated. Some of them were repaired by our own boat maintenance personnel and put into use.

The infantry was then in a position to strike out for the three Jap airstrips north of Lake Sentani high in the hills and some fifteen miles from the beach. They fought their way along a narrow, boggy trail—the only pass to the airstrip—against stiff Jap opposition. The Support Battery buffaloes were the only vehicles that could get over the rough terrain and it was up to them to keep the advancing infantry supplied. On the fourth day of the infantry advance they were stalled at the eastern tip of Lake Sentani. At this point the trail led along steep cliffs and the Japs had taken advantage of the terrain to blow out the bridges and throw up road blocks. Again the buffaloes provided the solution. Troops were loaded into them and, with rocket-equipped buffaloes forging ahead to blast the Jap lakeshore batteries, the Amphibs ferried them across Lake Sentani to a point near the airstrips, thereby flanking the Jap's forward defense line. The next day a similar end run was carried out. The Jap troops defending the ridge road were cut off and effectively bottled. The infantry closed in and mopped them up without much difficulty.

In an effort to prevent the buffaloes from landing, the Japs laid down a heavy barrage of mortar and antiaircraft fire but rockets from the Support Battery craft silenced these enemy batteries in a short time. One buffalo, however, was lost. It was a small price to pay for the advantage gained. The infantry went on to capture the airstrips during the next few days while the Amphibs continued to unload additional supplies for them on the new lakeshore beachheads. They also continued to run reconnaissance missions and to effect supplementary landing on several other beaches around the lake. Rocket buffaloes patrolled the shoreline and made repeated thrusts into the interior to blast out pockets of Jap resistance.

Due to lack of space on the two beaches at Tanahmerah Bay for the storage of large stocks of supplies Colonel Benjamin C. Fowlkes, the 542d's Regimental Commander, of Santa Barbara, California, requested that the D-2 echelon previously scheduled to land in that area be routed to the Hollandia beachheads. The next few days were then spent in trying to fix up the Tanahmerah beaches, but progress was slow and work on the larger of the two beaches was soon discontinued in favor of building up the smaller beach at the head of Depapre Bay. During the next ten days the regimental units were gradually moved to Hollandia leaving only one provisional battalion composed of Companies C and F at Tanahmerah.

While the Tanahmerah beaches were being developed, the Support Battery craft attached to that task group conducted many scouting missions further up the coast as far as Matterer Bay. A rocket-equipped flak LCM under the command of 2d Lt. (later 1st Lt.) George W. P. Swenson of Flushing, New York, was out on one of these patrols one day when natives in canoes approached his craft. Lt. Swenson talked to them in Malay and Pidgin English and found they claimed to know the location of Jap guns in nearby Demta Bay. Taking the two native leaders aboard as a precaution against treachery, they set out for the bay. As the boat moved into the harbor, its 37mm and 20mm guns opened up on the position pointed out by the natives. Coming into range, they let go some rockets. Japs were seen running up a path toward the mountains. The Amphibs mowed them down with machine guns. They closed in and strafed the thatched houses clustered together up the shore from which the Japs of the garrison continued to flee. They landed and a group of them ran ashore, armed with grenades, tommy guns, carbines, pistols and a bazooka. Sergeant William Smith of Watertown, Massachusetts, spotted and shot a Jap gunner as he tried to train a Lewis gun on the party. Lt. Swenson got two more with hand grenades. They found six gun positions which S/Sgt. Melvin S. Johnson of New Athens, Ohio, and M/Sgt.

Vernon Ward of Moselle, Illinois, shelled with a bazooka. They captured a wounded Jap who, when questioned, said the Jap garrison had numbered about 150. More dead were found but all the others had fled into the hills. One flak LCM manned by only one officer and eight men had routed 150 Japs singlehandedly. Lt. Swenson loaded his men and the prisoner aboard their barge and started back to Tanahmerah. On the way they met a convoy of landing barges and support craft from Company A, 542d, loaded with a battalion of infantry that was enroute to the same beach in Demta Bay whence he came. He related his experience to them and gave them information on the condition of the beaches and the estimated enemy strength. When the convoy reached the beach they shelled it again and the landing was affected with no opposition whatsoever. Lt. Swenson and his boat crew had done a good job in wiping out this opposition and for his display of leadership and gallantry in the face of enemy fire he was awarded the Silver Star Medal.

Another small landing without opposition was made at the native village of Wari between Hollandia and Tanahmerah on the second of May. The village chief had informed the division headquarters that over one hundred Japs had gathered in his village and many of them were armed with machine guns. This news was received by the 542d early in the morning and at one o'clock that afternoon a force of landing barges from Company A

Tanahmerah Bay, Dutch New Guinea. 23 April 1944. General view of Red Beach on D + 1. 542 EBSR boats in foreground, with Shore Engineers on beach.



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under the command of 2d Lt. (later 1st Lt.) John B. Bryan, Jr., of Geneva, New York, and two Navy rocket LCIs were deployed across the beach in front of the village. Twenty minutes later the first wave landed without a shot being fired. The beach was not too good and many propellers were chewed up and the bottoms scraped on the sharp beach coral. The landing was successful from a tactical standpoint. It was soon learned that the Japs had been in that village the night before but at dawn had split up and left the village in opposite directions. Two infantry patrols were immediately sent out and several of the Japs were captured in a nearby village. They were taken back to Tanahmerah in the 542d barges. In three subsequent missions to Wari the detachment evacuated a total of sixty-six prisoners.

That just about winds up the Hollandia-Tanahmerah Bay operation insofar as the actual fighting is concerned. The units began to develop their separate camp areas and set up their maintenance shops. However, many of the Japs who had fled into the hills during the initial phases of the invasion without food and equipment soon got hungry. About a month later they had reached the point of near-starvation. They tried to bargain with the natives or steal from them, but that source of food was limited. They knew that the Americans had large piles of rations and supplies on the beaches and calculated that it was worth the chance to try to infiltrate into the area and steal whatever they needed. It is quite possible that some may have gotten through successfully, but the alert perimeter guards spotted many of these infiltrators and killed them on sight. To relate each of these incidents would probably be quite boresome, but there are a few that can be quoted directly from the official reports:

"On 24 May 1944, 1st Lt. Robert P. Molosso of Egg Harbor, New Jersey and seven enlisted men from Company B, 532d EBSR, contacted a party of six Japs including one officer. The enemy fired two shots at Lt. Molosso's party and when ordered to surrender, refused to do so. All the Japs were killed."

"On the 31st of May one Jap walked into the Boat Battalion area of the 532d and was killed by Company B men while attempting to escape."

"On 1 June Pfc Frank Kosier, Hq. Co. Sh. Bn., 532d, of Pawtucket, Rhode Island, while on guard on the perimeter, fired on two Jap soldiers. The next morning fresh pools of blood, pieces of bandage, and a raincoat bearing the insignia of a Jap Major were found at the spot where the two Japs were last seen. A few days later a patrol found two dead Japs only a short distance away. Fresh bandages were found on the wounds. Their deaths were credited to Pfc. Kosier."

"On 5 June, Pfc. Dallas Hayes, Hq. Co. Sh. Bn., 532d, of Hornbeek, Tennessee, shot a Jap infiltrator through the hand but he escaped into the jungle. The next morning a patrol scouted the area and the wounded Jap was found in a cave less than 25 yards from the perimeter. Upon being sighted the Jap charged out of his hiding place in another escape. He was shot and killed by Sgt. John T. McConnell of Pocatello, Idaho, and Pfc. John R. Connolly of Leonardtown, Maryland."

"On 7 June the perimeter was alerted by a sound in the brush nearby. Pvt. Orlando A. Carpenella, Hq. Co. Sh. Bn., 532d, of Bronx, New York, moved closer to listen. At this time Pvt. George W. Connelly of the same company and of St. Paul, Minnesota, saw a Jap charge Pvt. Carpenella. He killed the Jap before any damage was done."

And so it goes. During the first twenty days of June the guards on the 532d perimeter at Hollandia shot and killed fourteen infiltrators. As late as the month of September the Japs continued to attempt these sneaky tactics, but always unsuccessfully. A few readily surrendered to the Amphib guards. So great was their hunger that their only choice was surrender or death and to some of them surrender was preferable to slow death or hari-kari.

The 562d Boat Maintenance Battalion established its boat yard and repair shops on Tieweri Point under the direction of Major Shotsman of Knoxville, Tennessee. As time went on and improvements were made, this became one of the "show" installations of Hollandia. Many Army and Navy officers visited it and commented favorably on the efficient shops established in a short time in the wilds of New Guinea.

With the Hollandia area under American control the forces of General MacArthur had taken a big step toward the reoccupation of the Philippine Islands. However, they were still hundreds of miles from their goal and the Jap-held Schouten Islands with their powerful land and air defenses presented a formidable barrier. We would first have to control those islands. The next chapter relates the part the 2d ESB played in the capture of the islands of Wakde, Biak, and Noemfoor, all in the Schouten group.

Tanahmerah, Dutch New Guinea. April 1944. All of the comforts of home with none of its responsibilities. Lt. Col. Garber, Tec. 5 William Graham, Tec. 5 Paul Dearing, and Tec. 4 Clay Carter of Boat Bn., 542 EBSR, aboard an LCVP, have fresh eggs purchased from natives.



A company street 300 miles back from Japs.

Our spare parts warehouse at Hollandia.



Chapter VIII

Closing Days of the New Guinea Campaign

FROM Hollandia the American advance along the Dutch New Guinea coast toward the Philippine Islands moved slowly at first. Although, only slight enemy resistance was encountered, the thick jungle and inclement weather greatly hampered its speed. Why not try another run up the coast? A landing about one hundred miles or so up the coast could probably be made without great difficulty and cut off some of the Japs. Our supply lines would not be extended too far. The enemy still might be off-balance as a result of the surprise assault on Hollandia and be toppled over easily. We had plenty of landing craft, naval support and troops readily available. Why not try it?

The village of Sarmi, about 150 miles up the coast from Hollandia, was at first considered as a possible point of attack since it was reported that the enemy had concentrated as many as five thousand troops in that area and that it was only a short distance beyond the Sawar and Maffin airdromes, neither of which were very active but nevertheless, in good operating condition. There was also the possibility that many of the Japs had fled from the Hollandia area and had joined these forces at Sarmi. All things considered, it was a likely target. However, it was thought best to postpone the landing at Sarmi until we first held control of Wakde Island and had a fighter strip in operation there. This island, located only a few miles offshore and 115 miles west of Hollandia, possessed an airfield of sufficient size to permit the take-off of fighters and medium bombers. Moreover, its garrison of about five hundred Japs was reported to be in the process of evacuation. This information was later proved to be incorrect for by actual count of the dead alone on D+2 there were 759 Japs on the island when the landing was made. Certainly our control of Wakde Island would have a decided influence on our further advance up the coast toward Sarmi.

It was finally decided that on the morning of 17 May the initial landing would be made on the mainland a mile or so beyond the native village of Toem which is located directly opposite Wakde Island. That afternoon a subsidiary landing could be made on Isomanai Island between Toem and Wakde Island. The actual landing on Wakde would not be made until the following afternoon. The soundness of the Task Force Commander's request that the landing on Wakde be made on the following day rather than on D-Day as had been proposed was well brought out when the landing was made. Had the landing occurred on D-Day the casualties would have been many times greater and the landing may even have been initially repulsed. One reason for the prior landing on the mainland was to provide a base from which mopping up operations toward Sarmi could later be conducted. But more important than that, it was considered that, due to the probable strong defenses on Wakde, it would be advisable to subject that island to a day of naval and air bombardment before effecting the landing and, since the beach selected was only a little over two miles from Wakde Island and well within artillery range, this bombardment could be strengthened by a



Sarmi (Toem-Wakde Area) Dutch New Guinea. May 1944. An LCM of Co. "B", 542 EBSR is pressed into service as a ferry boat on a jungle stream.

barrage of 105-mm shells. Tor River, west of the beach, protected it against enemy interference from the Sarmi area. And so the operation was planned.

General Heavey assigned the task of landing elements of the 163d Infantry of the 41st Division at Toem and later on Wakde Island to Company A, 542d EBSR, under the command of Captain (later Major) Ralph W. Jones, Jr. of Townsend, Virginia. On the night of D-1 the convoy of 542d EBSR landing craft and a few naval support vessels left Hollandia under its own power on a direct course to the objective beachhead at Toem. The trip was uneventful, seas were calm, and the convoy arrived at its destination well before dawn. The landing at Toem was unopposed and proceeded according to plan, although, our boats encountered relatively high surf and had to go in on the shallow beach end-to-end. No boats were lost. During the afternoon of the same day, a landing was made on Isomanai Island where slight opposition was encountered. Lieutenant William Stiles, Hq. Co. Bt. Bn., of Shreveport, Louisiana, and Lieutenant William H. Fowlkes, Jr., Company A, of Richmond, Virginia, with a party of two boats, made a reconnaissance of Tor River on the mainland to find a hideout for our craft. During the reconnaissance they were ambushed by Jap snipers. Unfortunately, Lieutenant Stiles was killed instantly and Lieutenant Fowlkes was wounded. As soon as possible the patrol withdrew from the area and returned to their base at Toem.

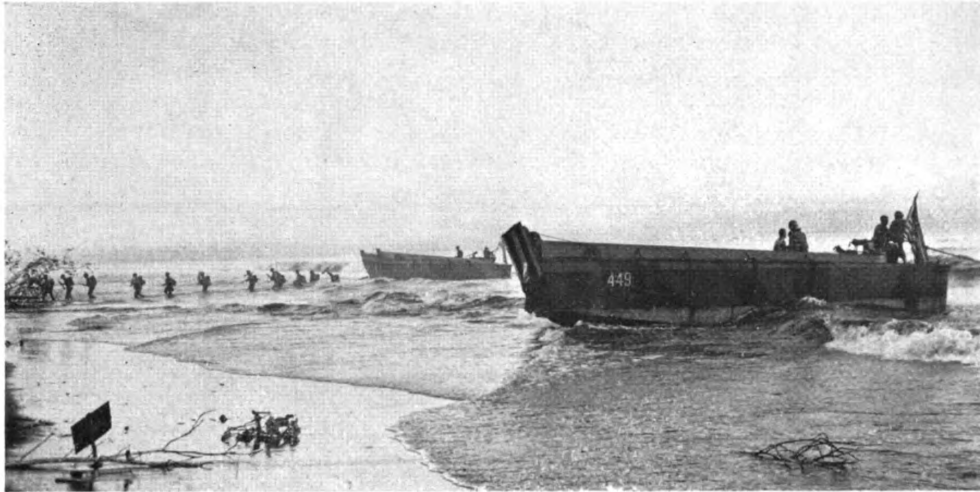
The next afternoon the landing was made on Wakde Island. The Air Force and Navy had plastered the mile-long island from one end to the other for twelve consecutive days. Little if any resistance was expected since the two previous landings at Toem and on Isomanai had been unopposed. However, as a safety measure, the LCM flak boats were present and a rocket barrage was laid on the beach just ahead of the boat waves. Despite

the intensity of the bombardment throughout the day before and the naval shelling immediately prior to the actual assault, the Japs managed to get to many of their light weapons in time to open heavy fire on the barges as they plunged toward the shore. It was later discovered that, in addition to these guns, the crafty Japs had also taken turrets from disabled planes and dug them into the sandy beach so that only gun muzzles protruded. The first two boat waves were scarcely three hundred yards from the beach when they ran into this hail of machine gun fire from both flanks. The passengers immediately fell flat on the bottom of the boats where the armor plate on the passenger's section of the LCVs protected them. The boat crews did not have this protection. The coxswains had to stay in an exposed position in order to keep their boats in formation and under control. The bow lookouts had to watch for submerged coral heads and signal the coxswains how to avoid them. In running this gauntlet of fire many of our men were hit, but as soon as a coxswain went down, the engine-man or the seaman of his crew jumped up to take over the controls. Not a boat faltered as they plunged into the ever-increasing barrage. All the boats made the beach, although several of them were riddled with bullet holes. After the landing sixty-eight slugs and fragments of a 20-mm shell were found in one barge. Every passenger was delivered safely. The Amphibs chalked up another successful landing, but at the greatest cost of any yet encountered, considering its size. Three men from Company A, were killed: Tec/5 Byron B. Bull of Oak Hill, Kansas; Pfc. Obie Casey of Dyer, Arkansas and Pvt. Emray F. Clark of Reobens, Idaho. First Lieutenant Donald F. Ridgeway of New York City and twenty-seven enlisted men were wounded.

During the run to the beach the coxswain on one of the barges was killed instantly. No other Amphib being close to the wheel which spun madly back and forth, one of the passengers, Richard M. Day, an American Red Cross War Photographer of Kirkwood, Missouri, jumped to the controls and directed the boat until the engineman could take over

Wakde Island, Dutch New Guinea. 18 May 1944. Co. "A", 542 EBSR, beach boats under heavy enemy fire.





Toem, Dutch New Guinea. 17 May 1944. Co. "A", 542 EBSR LCVs put infantry ashore on D-Day in spite of surf and shallow beach.

from him. Mr. Day then helped to operate the ramp winch while the boat was beaching and retracting. In all of this time Mr. Day was directly exposed to enemy fire. This was his first experience in a landing of this sort and his courage won for him the respect of every Amphib and infantryman in the area. A short time later, on the recommendation of General Heavey, Mr. Day was awarded the Silver Star Medal.

For their magnificent work that afternoon "in carrying out their mission with unflinching determination and bravery" the 21 officers and 338 men of Company A, 542d EBSR, were awarded the Presidential Unit Citation.

On the same day as the Wakde landing General Heavey received orders to alert one of his regiments and the Brigade Support Battery to participate with the 41st Division in a major landing on Biak Island. This mission was to be run in lieu of any further advance up the mainland toward Sarimi and was actually to be a continuation of the Wakde operation. Since Company A, 542d EBSR, had already been hotly engaged at Wakde and was now busily engaged in lighterage work there, General Heavey picked the balance of that regiment for the Biak mission in support of the 41st Division. The Regimental Commander, Colonel B. C. Fowlkes of Santa Barbara, California, commanded the 2d ESB Task Group. They had just completed their assault on Tanahmerah Bay and had expressed their disappointment at the lack of opposition there. Perhaps Biak would have something better on which they could expend their pent-up energy. It did.

One news reporter claimed that when the future historians record the battle for Biak they will rename it "the buffalo victory." Someday that may be done, for the buffaloes of the 2d ESB Support Battery played a great part in the seizure of that island, but they were not alone. The shore engineers of the 542d were equally as instrumental in that victory and have long record of heroic action to support any claim made in their behalf.

What sort of a place is Biak anyhow? What was to be gained by its capture? Biak Island, located at the entrance to Geelvink Bay and about two hundred miles west of Wakde, is fundamentally one big lump of coral, or, as one writer in Yank Magazine puts it, "one hundred square miles of the most useless land ever tossed up out of the sea and one of

the better haunts of malaria, dysentery, yaws, tropical ulcers, mosquitoes, flies and crocodiles." The area in which most of the fighting was done was a series of terraced, heavily wooded ridges honeycombed with thousands of caves. Between the two ridges there was a level plain covered with scrub growth. On the plain were three saucer-like depressions connected underground by a series of gigantic tunnels and caverns. Around the inside of each of these depressions were hundreds of small caves. These caves provided protection for the Japs throughout our aerial and naval bombardments and were the source of much trouble to our advancing infantry. How strong a force of Japs was garrisoning Biak was the subject of much conjecture. Some reports indicated as few as two or three thousand but the three excellent airfields there led many to believe the Japs would have a much stronger garrison. Actually over 8000 Japs were killed in the Biak campaign. Even then many escaped at night to Dutch New Guinea. Biak was never a popular tourist haven. In peacetime only one European lived there. When the Japs arrived they immediately built three airstrips—Mokmer, Borokoe and Sorido—and began the construction of defensive positions to protect and operate them. Several naval guns were brought in and installed. A coral reef of niggerheads and potholes rings the island making it almost impossible to beach landing craft except in a few scattered locations. That is why the buffaloes were used so extensively.

The seizure of the Biak airstrips would give us a base for our heavy bombers. It had been found that they could not operate efficiently from Hollandia airfields and a reconnaissance had failed to reveal sites suitable for heavy bomber strips west of Hollandia short of Biak. Thus, the Liberators were forced to continue operations from the strips around Finschhafen and Lae pending further operations westward. The strategic urgency of the situation was quite apparent. Moreover, Biak was located well within the enemy's secondary defenses and its capture would give us a base for operations throughout the Netherlands East Indies and, more important, the Philippine Islands.

The 2d ESB craft listed to take part in the initial assault on Biak were 25 LCVPs, 67 LCMs, 1 LCS, and 1 cruiser from the 542d EBSR and 2 Flak LCMs, 4 Rocket LCVPs, 1 rocket buffalo, 4 combat buffaloes, 28 troop-carrying buffaloes and 3 rocket DUKWs from the Support Battery. Many more craft were brought in on later echelons. Remember Nassau Bay? Times had certainly changed.

The landing was scheduled for shortly after dawn on 27 May, just ten days after the assault on Wakde. It didn't give us much time, but, just as the number of craft employed in an operation had increased with each operation, so had the tempo. No longer were months or even weeks available in which to plan an operation. Now it was a matter of a few days at most and, in the case of smaller landings, often only a few hours. We had participated in so many landings by the time the Biak show rolled around that we almost knew what to expect and also what to do when the unexpected happened. Nearly every man had been in at least one amphibious landing. For some the number ran into two digits. We were fast becoming veterans.

When the convoy arrived off the Village of Bosnek on Biak Island, the beach was in a mist which was soon thickened by the smoke of the naval bombardment and the bombs dropped by more than fifty Liberators. There was not a drop of wind and the humidity held the smoke down on the beach. All landmarks were blotted out. As a result, the first wave of buffaloes hit west of the proper beach. The error was discovered before the second wave landed, the smoke having lifted somewhat, and it managed to shift west to the proper beach. All subsequent waves landed correctly. Fortunately, the troops landed by the first wave managed to move west by land to join their unit so no damage was done and actually valuable information was gained by them as to enemy disposition. As expected, the fringing coral reefs prevented LCVPs and LCMs from reaching the beach, so they went in as far as

possible and the troops waded over the reef to the shore. The large landing craft, LCTs and LSTs, could not get in close enough to unload except at one break in the reef spotted by our reconnaissance party. Here the bulldozers made it ashore under their own power, the drivers being almost shoulder deep in the water, only the frame of the bulldozer and the elevated exhaust pipe appearing above the water. Our men knew how to waterproof their dozers and trucks. Luckily, the two coral jetties the Japs had constructed were found to need only minor repairs by our bulldozers before LCTs and LSTs could disgorge their vehicles on them. In addition to this, our shore engineers installed two ponton causeways over the reef to deep water. Only one LCT and at a time was able to unload there, so a shuttle was run by them from LSTs out in the stream which could not be accommodated at either of the two jetties. Buffaloes and DUKWs were also kept busy unloading the LSTs in the stream.

The installation of ponton causeways at Biak was the first instance of their use in the Southwest Pacific. A shore battalion detail under Major (later Lt. Col.) E. L. Edwards of Columbia, Missouri, did a very efficient job in this, their first job of launching ponton causeways from an LST and installing them as a dock to shore. They proved very valuable and were slated to be used in many of our subsequent operations. They are difficult to hold in place in a storm or where there are strong lateral currents. Guy lines can be used temporarily but they later have to be replaced by pile clusters.

Except for a few Japs who had taken shelter in caves at the foot of the cliffs behind the beach and from which they continued to snipe at the shore party during the initial unloading phase, there was little enemy ground opposition. The aim of the snipers was fortunately, quite inaccurate and we received no casualties from them. Shortly after the buffaloes got ashore they silenced these snipers with a few rounds of rocket fire. Enemy air opposition was also absent and this was doubtless due to our strong fighter cover that was present throughout the attack. However, just before nightfall five Jap planes did attempt to strafe the beach. Our fighter cover had left for the day. One Betty dived for the LST on which General Heavey and his Aide, Captain Barron Collier Jr., of New York City, were conferring with some naval officers. Three bombs and a hail of fire were on the way from that Betty before the plane was even seen. Captain Collier was hit by seven fragments from a 20-mm and one of the bombs hit the deck ten feet from where the General and Captain Collier were crouching. Luckily, the bomb was a defective one for it split in two, sprinkling the deck with picric acid, but there was no explosion. Another bomb hit an LCVP alongside the LST and destroyed it. The other four Jap planes went for the naval ships after strafing the beach. One crashed into the stern of a PC and inflicted a number of casualties. Another blew up only a hundred feet from an LST it was attempting to crash. A third one missed the bridge of a destroyer by only ten feet and exploded as it hit the sea. Not a plane got away. This air attack was only an indication of the violent air reaction to come from the Japs in the next fifteen days. He was upset over our advance closer and closer to the Philippines.

The entire beach on D-Day showed evidence of the terrific bombing and shelling during our assault. One Jap six-inch naval gun in a turreted emplacement had suffered a direct hit from a large bomb. A five-inch naval gun in a turreted emplacement had been destroyed by the naval gun fire or the rocket fire from our rocket LCMs. Another five-inch naval gun that had also been placed in position was rendered useless by our strafing planes. Several wrecked searchlights were found.

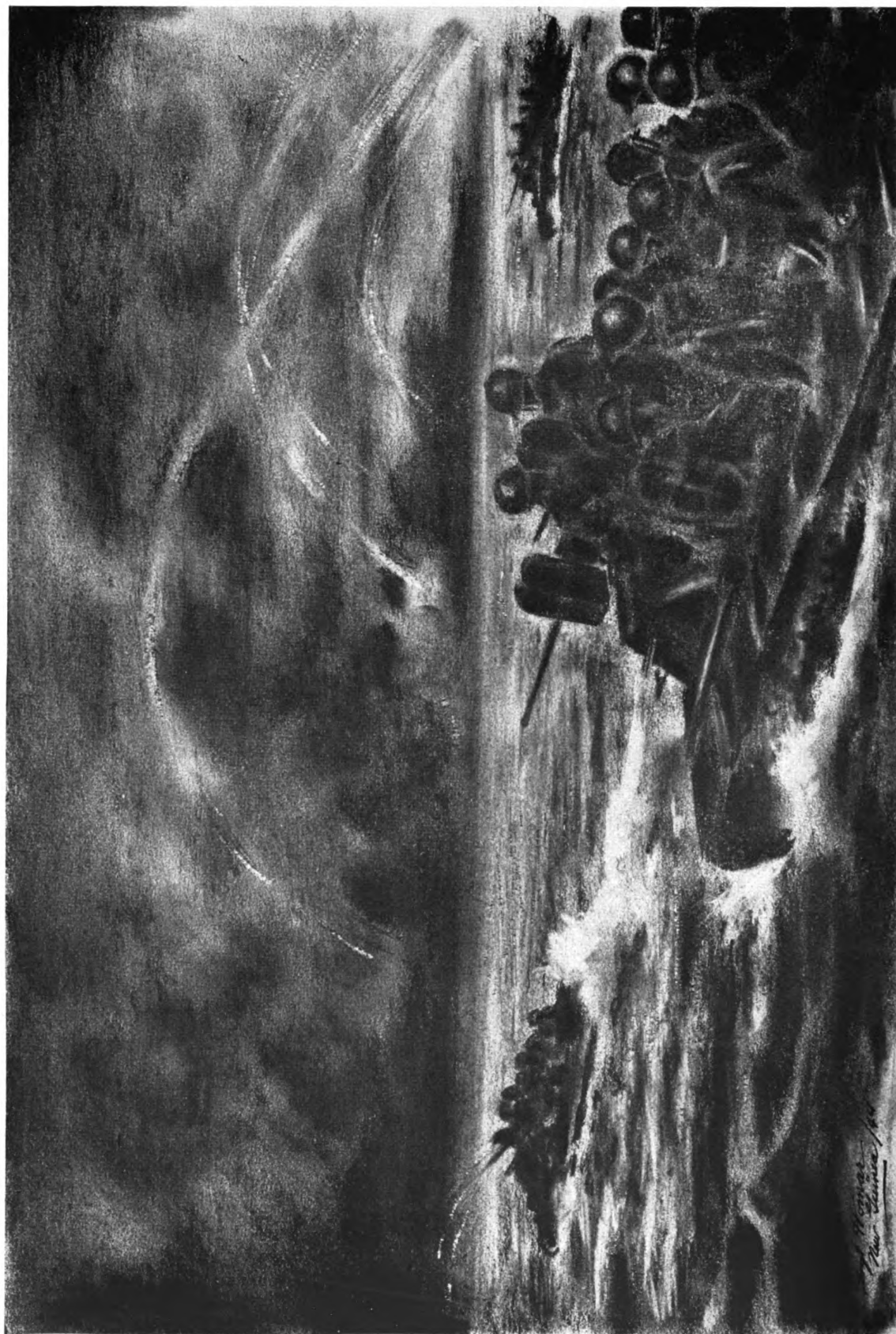
Although there was not much enemy ground opposition during the initial landing, there was plenty of it waiting in the hill caves. Perhaps the Japs had planned to wait until darkness and then infiltrate through our lines to annihilate the invaders of their peaceful domain. If so, their plan was nipped in the bud. The initiative and aggressive action of three officers and five enlisted men of Company E, 542d EBSR, and two enlisted men of the

Support Battery resulted in the elimination of two Japanese strongholds in the cliff commanding the new beachhead and in the death of almost one hundred Japanese officers and men.

Shortly after noon on D-Day Captain (later Major) Don D. DeFord, the Commanding Officer of Company E, of Elwood, Nebraska, was on a reconnaissance along the bottom of the cliff to locate a route for an interior dump road from the beach's right flank. Behind him 1st Lieutenant Byron Brim of Hudson, Kansas and 1st Lt. (later Captain) Grady F. Rials of Jayness, Mississippi, were operating a bulldozer to open the route pointed out by Captain DeFord. When they came opposite two caves overlooking the center of the beachhead they were stopped by an infantry patrol who said that their officer had just been killed by Jap snipers shooting from the caves. They added that they couldn't approach the officer or the caves to throw hand grenades because of rifle fire from the openings. They asked for assistance. Captain DeFord immediately sent back to his company for two rifle grenade dischargers, more hand grenades and additional men. In a few minutes up came the grenades and Cpl. Charles Smith of Jasper, Alabama; Pvt. Joseph W. Lorek of Cleveland, Ohio; Cpl. John P. Martin of Los Angeles, California; Pfc. Stanley R. Archacki of Cleveland, Ohio, all of Company E, 542d EBSR; and S/Sgt. Paul E. Broomhall of Sciotoville, Ohio; and Private William L. White of Kansas City, Kansas, both of the Brigade Support Battery.

The rifle grenades were fired into the two caves and at the smaller openings that were used for sniping. The main entrances of the two caves were about fifty yards apart. Lt. Rials then took a group of men to see if a rescue of the infantry Lieutenant could be effected. More rifle grenades were fired into the mouths of the caves. When the situation permitted, they went forward and found that the infantry officer had been shot between the eyes. Meanwhile, Captain DeFord and Pvt. Lorek had taken another route through the underbrush until they were only about ten feet from the left cave. Hand grenades were hurled and the enemy was silenced. Leaving four men to guard that opening, attention was directed on the right cave. Captain DeFord was charged by a Jap officer and an enlisted man who came from the mouth of the cave with bayonet gleaming and evidently intended to be used. Within five feet of Captain DeFord the Jap officer was shot down by the Captain, Lieutenant Rials and Lt. Brim, all of whom put 45-caliber slugs into his head and chest. Lts. Brim and Rials and Cpl. Smith killed the enlisted man who was charging Captain DeFord with the bayonet. During this action Pvt. Lorek was wounded. Returning to the cave they could hear Japs talking inside. Captain DeFord demanded that they surrender and, when no response came, additional hand grenades were hurled into the cave. Lt. Brim, Cpl. Smith and an unidentified infantryman, the only member of the original patrol who took part in the action, ventured into the cave's entrance where they received a burst of rifle fire. The infantryman fell but was pulled to safety by the other two men. He was not seriously wounded. S/Sgt. Broomhall and Pvt. White from the Support Battery now arrived with a bazooka and a tommy gun. They fired about six rockets from the bazooka into the cave and this time when the patrol entered they encountered no fire. They found about sixty dead Japs in one of the "rooms." This operation was repeated in the first cave and all further opposition was eliminated. A guard was placed around the caves and the rest of the party returned to camp. The next day Captain DeFord found several chests of company records in the caves. About one hundred Japs were also found—all dead. One had destroyed himself by discharging a U. S. carbine rifle in his mouth. A couple of days later they went back to count the actual number killed and to bury them. The counters were driven out by the stench and thoughts of bringing them into the open to bury them were abandoned. The mouths of the caves were sealed by blasting. For his courage and heroic action in wiping out these enemy strongholds, Captain DeFord was later awarded the Silver Star Medal.

Further up the beach that same day Lt. Jonathan J. Norris of La Union, New



Drawing by Sgt. L. N. Homar,

Buffaloes going in at Biak. LCI covers them with rocket barrage. One buffalo (upper left) fires several rockets. 2nd Amphibious Brigade Support Battery.

Mexico was leading a small patrol of shore engineers from Company D when grenades were tossed at them from another cave. They moved in close to the cave and pitched their own grenades into the entrance. When the smoke cleared, they entered and found two Japs riddled by grenade fragments. Fortunately the Jap grenades did not wound any of our men.

In addition to performing lighterage duties between the ships in mid-stream and the supply dumps on the beach, the buffaloes of the Support Battery were used to carry ammunition and supplies to the infantry advancing along the coastline in each direction from the beachhead. On most of the "end run missions" they were subjected to heavy enemy fire from shore batteries. Occasionally, Jap planes would sneak in low over the beach in a lightning strafing attack. It was during one of these raids that the men on the buffaloes of the Brigade Support Battery definitely shot down six planes and two others that they listed only as probables. A couple of days after the assault a convoy of about eighteen buffaloes loaded with supplies and ammunition went by water up the coast to the vicinity of Parai Jetty not far away from the original beachhead. When they arrived they found the infantry battalion in a very bad position surrounded on all sides except the sea. Their commander ordered an immediate evacuation by water. This movement was carried out under fire with the combat buffaloes and flak boats rendering noble service in the destruction of several enemy mortar and sniper positions. Every man, including all the wounded, was safely evacuated to the waiting landing craft that took them back to Bosnek.

On another occasion the rocket LCVPs of the Support Battery were used to support the infantry advance along the beach. At first the infantry regimental commander would not allow them to fire ahead of his troops to prepare the area. As a result, after advancing a few miles, the infantry was held up at the foot of a cliff along the road leading to Parai Jetty.

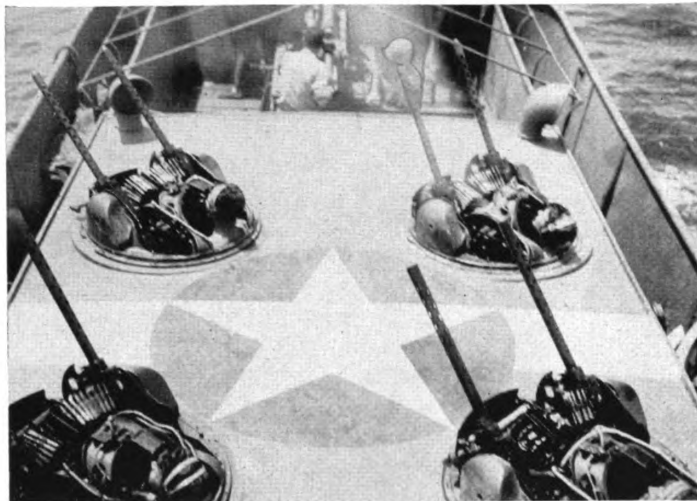
Biak Island, Dutch New Guinea. 27 May 1944. "Alligators" (LVTs) of 2 ESB Support Battery rest on beach after putting infantry ashore. Rocket alligator in foreground. LST jetty in background constructed by 542 EBSR Shore Bn.





Noemfoor, Dutch New Guinea,
2 July 1944. After routing the
Japs from the air-strip the 2
ESB Support Battery Buffaloes
fly some souvenirs.

Flak LCM No. 320. Close-up
of the Martin turret twin 50 cal.
machine guns with gunners in
position. 75 mm Air Corps can-
non can be seen in the bow.



Noemfoor, Dutch New Guinea.
2 July 1944. Coral reef ex-
posed at low tide over which
"Alligators" of 2 ESB Support
Battery carried first assault
troops.



The Japs held commanding positions on both sides of the road. Further advance by the Yanks was impossible. Quickly the rocket LCVPs were called close inshore and given the direction and range of the target area. Their gunners loosed 264 rounds of rocket ammunition on the enemy. Our machine guns strafed the cliffs from top to bottom. The advance then continued.

One evening a report was received that an enemy fleet was headed from the Philippines toward Biak. Plans were made for an evacuation from the beaches into the hills. It would have been a forced squeeze play with the Yanks in the middle, but fortunately, the Jap fleet did not appear. An American naval force and planes from Wakde had intercepted it near Halmahera and sent it scurrying in other directions.

A few days later the Support Battery buffaloes were again used to assist an infantry battalion trapped in the vicinity of Mokmer airdrome just a short distance beyond Parai Jetty. 1st Lt. Donald B. Davis of the Support Battery with a flak LCM and ten buffaloes waited off the Mokmer beach with supplies of food, ammunition and AA equipment. 1st Lt. (later Capt.) Edwin T. Stevenson stood by with four rocket LCVPs. As soon as the unloading commenced the enemy opened with a terrific mortar and machine gun barrage. The flak LCM returned the fire and stayed on the beach until the supply-laden buffaloes could safely retract. Shortly after midnight a new landing was attempted and this time a rocket barrage was laid on the enemy gun positions by the four rocket barges. A battalion of infantry was taken ashore despite sporadic rifle fire from both flanks. After the troops were safely ashore, ninety-two casualties were taken aboard the buffaloes and ferried to landing barges that were waiting offshore. The coral along the beach had prevented the LCVPs and LCMs from landing so this shuttle service was the only means of getting men in and out. In this action an enemy plane dropped a bomb among the buffaloes on the beach and seriously damaged several of them. Four men were wounded. One man, Tec. 5 Hiram P. Lankford of Ashville, North Carolina, was killed by sniper fire. During the night the remainder of the supplies were ferried ashore and the infantry battalion's serious predicament was greatly alleviated. On the return trip from Mokmer drome the next morning the rocket barges laid another barrage on the cliffs behind Parai Jetty. This reduced the enemy strength to such an extent that later in the morning the infantry forces were joined in that area and the entire beach from Bosnek to Mokmer was in our hands. The Support Battery continued their shuttling of supplies for a few more days until they were relieved and sent back to Wakde to prepare for a new operation. They had done a grand job.

For their outstanding performance of duty in action against the enemy on Biak Island from 27 May to 14 June, the date they were relieved, the Support Battery was recommended for the Presidential Unit Citation. The rigor of their service in the face of intense enemy fire is demonstrated by the fact that only seven buffaloes remained operative out of the original fifty-four with which they started the operation. Through their tireless and gallant efforts the capture of Mokmer airdrome was made possible. The lives of many casualties were saved due to their prompt action in evacuating them from the forward beachheads. Their citation ends with the following sentence:

"Acts of gallantry and heroism were numerous but difficult to single out of the uniformly high standard of achievement set by all personnel of this unit."

During these operations our craft was subjected to frequent air attack and succeeded in shooting down several planes. One day a lone LCM was pushing along the northern coast of Biak to take supplies to an outlying infantry patrol. On the way one of the crew saw a few hundred yards off shore an unusual island, massed with underbrush and low coconut trees. To be on the safe side against an enemy sniper, he gave it a burst of machine



Noemfoor, Dutch New Guinea. 2 July 1944. "Buffalo" troop carriers of Support Battery, 2 ESB, launched from LSTs, carry first troops ashore.

gunfire and was surprised to receive machine gun fire in return. Maneuvering to bring both their 50-caliber machine guns to bear on it, the gunners raked the small island for several minutes. All fire from the enemy having ceased, the LCM cautiously closed in and to their surprise found the "island" was a Jap landing craft heavily camouflaged. It contained several dead Japs and some important documents which were turned in to Army Intelligence.

Landings were subsequently made by the 542d boatmen on Owi, Woendi, Pai and Aeoki Islands. No serious opposition was encountered. Air raids continued as an almost nightly occurrence and a few more casualties were sustained. As the Yanks moved on to take one after the other of the islands of the Schouten group, the size and intensity of these attacks gradually lessened. Soon life returned to "normal" for the men of the 542d. They had worked hard to secure Biak Island and they had ample cause to refer to it as "their home." They stayed there until late fall and still boast about all the "comforts of home" that they installed for themselves. They had clubs for both the officers and enlisted men, recreational areas, fine movie area, baseball diamonds, and other conveniences. Everything suited them perfectly and their days on Biak will always be one of their more pleasant memories of whatever "pleasure" they could garner in the isolated islands of the Southwest Pacific. All agreed Biak was better than Port Moresby or Milne Bay, especially on weather and mosquitoes.

The 2d ESB concluded its operations in the New Guinea campaign by participating with the 3d ESB in the assault on Noemfoor Island on 2 July 1944. This was our thirty-first amphibious landing. The coral reef that fringed Noemfoor was even worse than at Biak so landing barges were not even used in the initial assault. The buffaloes were the only vehicles that could clamber over the coral with comparative ease, so the Brigade Support Battery was the only brigade unit in this operation. At high tide the treacherous coral lurked just below the surface of the water and at low tide it was only a few inches above the water level. A DUKW outfit that went along to assist in lighterage work found the sharp coral with its deep potholes rough going and the loss in DUKWs hardly made their employment worth while. Our buffaloes were kept busy towing the DUKWs over the jagged coral.

Preparation and staging for the operation in Support of the 6th Division, a new unit

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to us, was held on Wakde Island. The entire task force was known as the Cyclone Task Force. The Amphibian mechanics worked steadily for several days and nights just prior to the convoy's departure repairing the damage caused to the buffaloes by shrapnel and the coral reef at Biak. About noon on 30 June the convoy with the buffaloes loaded in LSTs left Wakde. The next day they passed Biak, and at dawn the following morning they were in position off Noemfoor Island. Fortunately the sea was calm enough to lower the great ramps of the LSTs and launch the amphibious Buffaloes while at sea.

The combat buffaloes hit the beach first. Close behind them three waves of troop-carrying buffaloes crawled across the coral. The site selected for the attack was in the vicinity of Kamiri airdrome on the northwest shore of the island and fortunately no opposition was encountered where we landed. The Japs had made ample preparations for our attack. If our troops had attempted to land about a thousand yards west of the spot actually chosen, they would have had a rough go of it. As it turned out, the Japs were unknowingly flanked. The combat buffaloes immediately fanned out when they hit the airstrip. Several Japs had set up gun positions on the seaward side of the strips to prevent an amphibious landing and, when they saw our buffaloes (tanks to them) on the airstrip to their rear, they made a dash for the caves on the other side of the strip. They were like targets on a shooting gallery. The buffaloes immediately opened fire and thirty-nine Japs fell dead. Some, however, did make it to the caves and pillboxes on the opposite side of the strip and from those positions returned the Yank fire. The buffaloes used their 37-mm guns and rockets to knock out one pillbox after the other. Over eight hundred rockets were fired that day. The Support Battery's final score for D-Day was sixty-seven Japs definitely killed in direct action and an unknown number undoubtedly killed by rocket fire, strafing and flamethrowing attacks on pill boxes and caves. General Patrick (later killed in the Philippines) the Cyclone Task Force Commander, stated in his report after the Noemfoor action:

"The Support Battery unhesitatingly used their light amphibious vehicles as land tanks advancing to within several feet of the fortified entrances and blasting the positions with flame throwers and automatic weapons. The use of amphibious vehicles as tanks against fortified positions armed with mountain guns and 37-mm cannon, a use beyond the capabilities for which the vehicles were designed, was an exhibition of gallantry which I consider deserving of special commendation."

There is one incident during this action that will always get a laugh from those who were present. Major Charles K. Lane, the Support Battery Commander, was in the lead buffalo during the attack on the airstrip. When the firing had stopped for a minute or so, he gave instructions for his men to stay on their vehicles and under no condition to dismount. Then he fearlessly got off and went from one Jap body to the other "looking for documents." He found a nice Jap officer's saber, Jap flags, watches and other valuable souvenir items. Just then the Japs fired a burst of machine gun fire in his direction and he hit the dirt. Rockets from the buffaloes silenced the enemy gun and Major Lane crawled back aboard his buffalo unhurt. They kidded him with "You stay here and keep me covered, boys, while I get the souvenirs." Of course, that wasn't his intention at all—or was it? Nevertheless, for a minute all thought of their immediate danger was forgotten by the men. A laugh does things like that. You relax for a while and then you're ready to start all over again.

The troop-carrying buffaloes ferried men and supplies ashore throughout the day. They towed disabled DUKWs, artillery pieces and vehicles of all types across the coral and over the sand beach to the airstrip. As has already been stated, these buffaloes were the only vehicles, except the DUKWs, that could navigate the rough coral and, without their support,

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it is doubtful if a great amount of the necessary equipment and supplies could have been landed promptly.

After the airstrip was in our hands the infantrymen and Amphibs who were scattered throughout the area were surprised to see the sky suddenly filled with paratroopers rapidly descending to earth. It just so happened that when they arrived the action was mostly over, but there is also the possibility that, had we landed in front of the Jap beach guns, as we nearly did, these paratroopers probably would have saved our necks.

A couple of days later the buffaloes were used again to carry an infantry task force around the end of the island and land them in the vicinity of Nember air-strip on the southwestern shore of the island. No opposition was met. Evidently the Japs had displayed their strength on D-Day for within a week the entire island was in our hands. Most of the remaining Japs were disorganized stragglers in the mountains. Our advance was resisted by a few stray snipers here and there but they were quickly eradicated with little damage. The Support Battery reloaded in LSTs and returned to Wakde about the middle of July.

Insofar as actual combat with the enemy is concerned, the Noemfoor operation closed the New Guinea campaign for the 2d ESB. Plans were already underway for our participation in the Philippine Campaign. Perhaps it is a good idea to pause for a minute and review the location of the brigade units at, let us say, the time of the Noemfoor operation or the first part of July, 1944. Which units were where and what happened next?

The Brigade Headquarters, 162d Ordnance Maintenance Company, 287th Signal Company, Quartermaster Headquarters and Headquarters Company and the Brigade Medical Detachment had moved from Oro Bay to Finschhafen early in April. They erected an excellent camp on a small point just opposite Launch Jetty. It will be recalled that the 532d boatmen had used this jetty in their resupply mission to the Aussies during their drive on Finschhafen a few months before. These units stayed at Finschhafen until they moved to Hollandia early in October. During this period the brigade received over a thousand new replacements and were rapidly assigned to vacancies in the various brigade units and trained in their new jobs. Transportation was a difficult problem and these men often had to wait two or three weeks before they reached their assigned unit. In the meantime a course in amphibious tactics, boat operation and jungle fighting was conducted for the men. In the evenings the troops of the service units attended classes in Shorthand, Typing, English, Physics, Accounting and Music which were conducted by brigade officers as a part of the Army Educational Program. About this time the brigade received furlough quotas for men to go to Australia "for rest and recuperation." Under these quotas approximately 35% of the brigade got a chance to see the sights of Sydney. Since most of these leave ships embarked and debarked at Finschhafen, the furlonghees waited at the brigade transient camp where accommodations were better than at the base staging area. The story of "What happened in Sydney?" is left to the discretion of the individual story-tellers. Good enough? The tales of Sydney are "sumthin."

The behavior of the members of 2 ESB in New Guinea and while on leave in Australia had been exemplary. A few men "missed" their boat returning from Australia after their leaves expired; a few were arrested for taking on too much "liquid cheer". But not a single serious case, such as rape or the like, marred our record. The boys with the blue and gold amphibian shoulder patch were a well behaved group.

The 542d was well established at Biak and the 532d was at Hollandia where they were busily engaged supporting Base B. The 592d was split between Sarmi and the Admiralty Islands. The 562d Boat Maintenance Battalion had a fine set-up at Hollandia with one company (1460th) at Biak and another (1458th) at Wakde. A detachment under 1st Lt. John

E. Duffy of Washington, D. C., was well established at Manus in the Admiralties which by this time was developing into a large naval base.

When the Brigade Headquarters finally got transportation to take those separate service units to Hollandia, they found themselves pushed for time. They had loaded all equipment aboard the Liberty Ship "Samuel K. Barlow" at Finschhafen in anticipation of only a short run to Hollandia where no combat would be involved. When they arrived at Hollandia they were greeted with the news that they would have to completely unload the ship and reload all equipment aboard two LTSs and the same Liberty ship in time for departure of the Leyte convoy on 12 October. There was no time to set up complete installations at Hollandia. Instead the men worked day and night in unloading and reloading the ships. It was a difficult task, but their perseverance completed the job in record time.

The three companies of the 262d Medical Battalion were located with each of the three regiments: Company A with the 592d EBSR had just moved from the Admiralties at Toem; Company B was with the 532d EBSR at Hollandia; and Company C was attached to the 542d EBSR at Biak. The battalion Headquarters had just recently moved to Hollandia.

The units of the 562d Engineer Boat Maintenance Battalion were faced with the tremendous job of checking every brigade boat and putting them in first class shape for the Philippine Operations. The boats were called in, a few at a time, for a complete inspection. Shafts, props, ramps and hulls were carefully inspected and, where necessary, new equipment was installed. The engines were given a complete overhaul job. Hulls were scraped and repainted. Not a boat nor a part of any one boat was overlooked. The splendid job they did during those last two months on New Guinea is shown in the fact that not one boat faltered due to inadequate maintenance during the initial assault in the Philippines when they were critically needed.

All of our boat companies were busy on lighterage work at various bases in New Guinea from Milne Bay to Biak and on resupply missions to infantry units mopping up the by-passed Jap installations. Our shore engineers were furnishing hatch crews and dock details at the larger bases where countless ships from the United States were arriving daily. It was obvious that preparations were under way for another major operation. We did not participate in the assaults on Halmahera and Morotai, but when these islands were under American control, we were certain that the coming operation would be "somewhere in the Philippines." Even the Japs were wise to that much but what they did not know was where or when the blow would land. That was our most closely guarded secret.

The first plan was for a landing on Mindanao which the 3d Brigade would support. In late September, however, we received orders for our participation in the Philippine show. Having been previously informed that we would not go with the first attack force, we had not rushed our planning and preparations to a great degree. However, these orders were entirely different! We found that we were included in the Sixth Army units to land on Leyte, one of the Philippine Islands, in less than a month and from that time we would have to deduct at least a week for the trip itself. This gave us about twenty days to make all final preparations.

It was nip and tuck for our units to disengage themselves from the jobs they were doing and to get set for the new operation. Most of the 592d regiment had to move its boats and equipment from Wakde to Manus, some 600 miles, to stage with the 1st Cavalry Division. Fortunately, the 532d Regiment at Hollandia was working near the unit with which it was to stage, the 24th Division. The Brigade Special Troops had to move from Finschhafen to Hollandia to stage with the Sixth Army Headquarters. The part of the 542d Regiment that was included in the operation had to move 300 miles in its own craft from Biak to Hollandia while the rest of that regiment had to continue operations at Biak until they could be released to join us in the Philippines. All of these shifts had to be completed by 12 October when the

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D-Day echelon would complete its loading. Every care had to be taken to have with us every essential item of equipment, for we were jumping eleven hundred miles this time. The move from Finschhafen to Hollandia had given us an idea of what to expect in that line. Nothing could be forgotten—not even a single one of the six thousand different boat parts needed to repair our landing craft. This was not like the Normandy invasion where it was only fifty miles back to a base. There a small boat could go back and get in a day any needed item. Not so on the invasion of the Philippines!

Due to the distance involved and the possibilities of typhoons and to the fact that we were crossing water probably infested with enemy submarines, it was necessary to work out a plan to lift all our small craft and to get at least two fuel barges to the far shore during the early stages of the operation. We planned with the Navy to use their facilities to the maximum to get every possible boat to the Philippines.

The final plans as worked out involved transporting over four hundred craft of all description. This operation was even larger than the Hollandia trip where we used the unprecedented total of 280 landing craft. In addition to these Navy-transported craft, our two small sea-going tugs with four fuel barges and four crash boats were prepared to make the long trip from Hollandia to Leyte under their own power in a slow convoy. Everything went as planned except for one incident which came to be known as "Snell's Odyssey."

1st Lt. George V. Snell, 542d EBSR, of Providence, Rhode Island, was in command of eight LCMs that were loaded aboard a Navy transport at Hollandia for shipment to the far shore. After they were loaded, the Navy skipper of the ship got new orders. To Lt Snell's consternation he found after he was at sea that the ship was headed for New Caledonia, two thousand miles to the rear, rather than to the Philippines. For the next three months he and his boat crews were virtually in the Navy. They did not get to the Philippines until they landed at Lingayen with the 4th ESB the early part of January, 1945. A short time later they rejoined the brigade at Leyte with tales of their wanderings from New Guinea to New Caledonia, Guadalcanal and Bougainville where they rehearsed for the landing on Luzon.

During the eighteen months from May 1943 to October, 1944, that the 2d ESB was in New Guinea we chalked up a record of which we were mighty proud. When we closed our books on that campaign, we had credit entries in our work against the Japs as follows:

Successful assault landings	31
Enemy casualties definitely inflicted	795
Jap prisoners taken	126
Jap planes definitely shot down	22
Jap barges captured or sunk	107

But, as the saying goes, "That was only the beginning, folks, only the be-e-ginning." The big job, the one for which we had been priming ourselves since our days at Camp Edwards,—the invasion of the Philippines—was directly ahead. How would our scoreboard read at the conclusion of that campaign?

Chapter IX

The Leyte Landing

AT dusk on October 13, the huge amphibious fleet pushed out of Hollandia Harbor. The Amphibs were distributed on every type of ship from LSDs and APAs to LSTs. All were glad to see the mountainous shores of New Guinea fade into the distance. We had long awaited this invasion of the Philippines. Another smaller fleet carrying our 592d Task Group with the 1st Cavalry Division had just left Manus Harbor in the Admiralties. Still another fleet carrying the XXIV Corps was leaving from the Central Pacific Area. A total of more than six hundred vessels of LCI type or larger was to rendezvous between Palau and the Philippines and make a surprise landing, not on Mindanao where the Japs expected us, but on the little known island of Leyte. Company A, 542d, with fifty craft was to move up from Hollandia on the second echelon. The rest of the 542d Task Group at Biak was to follow as soon as transportation was available.

The next day while at sea the general details of the operation were released to the troops in a brigade memo from which the following is extracted:

- "1. You are now a part of a large force which is to make the initial landing on the Philippine Islands at Leyte. The purpose of this landing and the campaign to follow is to liberate the Filipinos from the Japanese. Unlike our previous campaigns, we will encounter here a civilized civilian population. Likewise, we will also be aided by native guerrilla fighters. Every effort, as far as compatible with the tactical situation, will be made to safeguard the lives and property of the Filipino People.
2. Heavy resistance from ground forces is not anticipated. However, after you land, be prepared for infiltration and night bombing raids, probably severe. In case of infiltration at night, knives, bayonets and grenades will be relied upon for protection. Firing of weapons will be kept to an absolute minimum. **DO NOT FIRE UNLESS YOU KNOW YOU ARE FIRING AT AN ENEMY.** Promiscuous firing will result in the killing of our own personnel. Movement after dark is prohibited until further orders."

Despite the size of the convoy and the fact that it was invading waters the Japs considered their own, there was no opposition to the convoy—no surface craft, no planes, no submarines. When three days from Leyte we heard that a typhoon had hit the small advance force which was to seize two islands at the entrance to the Gulf of Leyte, but had not prevented them from carrying out their mission. Seas had calmed by the time we entered the Gulf early on the morning of October 20, 1944.

Just before the naval bombardment started that morning, a fast Jap reconnaissance plane of a new type flew low over the entire convoy and, although every gun opened up on it,

White Beach, Leyte, Philippine Island. 22 October 1944.
While one LST unloads, another waits for 592 EBSR
"Cat" to complete jetty for unloading.



American troops unload supplies from LSTs in Leyte Gulf,
Leyte Island, Philippine Islands. 22 October 1944.



White Beach, Leyte, Philippine Islands. 21 October 1944.
Unloading gas from 592 EBSR LCMs.



it escaped with the news of our arrival. The news it brought back to the Jap Headquarters must have astounded them. The Gulf was full of American ships from mighty battleships with 16-inch guns to the small LCIs, hundreds of transports and large landing craft, many of which were already disgorging the smaller LCVPs and LCMs for the initial assault on the beaches. Of the small landing craft which hit Red and White Beaches, about a half were operated by 2 ESB. All these craft remained on the Far Shore. The other half were Navy or Coast Guard and reloaded on the naval ships before they returned to be near shore. No Buffaloes were in these waves for finally we had gotten out of the coral-infested waters of eastern Australia and New Guinea to clearer waters and sandy beaches. A faster run from the transport area to the beaches was possible in landing boats than in the slow Buffaloes. Speed, of course, was important as the waves of boats approached the shore.

On the northernmost beach, White Beach, there was almost no opposition, only stray machine gun and sniper fire. On the next beach, Red Beach, opposition was stiffer. Not only did considerable mortar and machine gun fire sweep the approaches but some 75mm guns on the left flank opened up on us from hidden positions. Fortunately, these guns were in fixed emplacements and sited so that they could sweep only a narrow zone to sea and could not fire on the beaches proper. The three LSTs carrying Brigade Headquarters personnel were on the flank nearest to these guns. All experienced six or more direct hits. Casualties were fairly heavy on these LSTs. Major Michael B. Kubis of Maspeth, New York, Brigade S-2, was severely wounded; many other headquarters personnel sustained light wounds. Only by heroic and prompt action did the Navy fire crews succeed in quelling the fires on two of them. Four of our LCMs were hit by mortar fire, but none were lost. One rocket LCM, commanded by Lt (later Capt) Stevenson, of the Support Battery, was hulled by a 75mm shell, and was taken in tow by our salvage LCM and barely made the haven of an LSD where it sank inside the ship on the well deck. It was repaired on the LSD as it returned to Hollandia for a

Yellow Beach, Leyte, Philippine Islands. 22 October 1944.
Aerial view of LSTs on beach on A + 2.





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Muddy roads, steaming jungles, and steep mountains formed the battlefield of Leyte, but it was on the roads that most of the action was fought; when there were no roads, the troops often took to the sea in barges. MacArthur aimed speedily to crush the enemy in two quick pincers movements, the first a smaller closing in around beachhead area, the second a full-scale bear hug on the whole island. To carry out the first step, troops moved from Violet Beach to Burauen and from Red Beach to Pastrana, and—supported by other forces—closed in on Dagami. The second step started off in the South with an advance to Abuyog and Baybay, thence to Albueria; in the North quick progress was made by road and sea to Pinamopoan. After a period of stalemate, U. S. forces in rapid land and sea movements closed in from all directions to join forces and destroy the enemy.

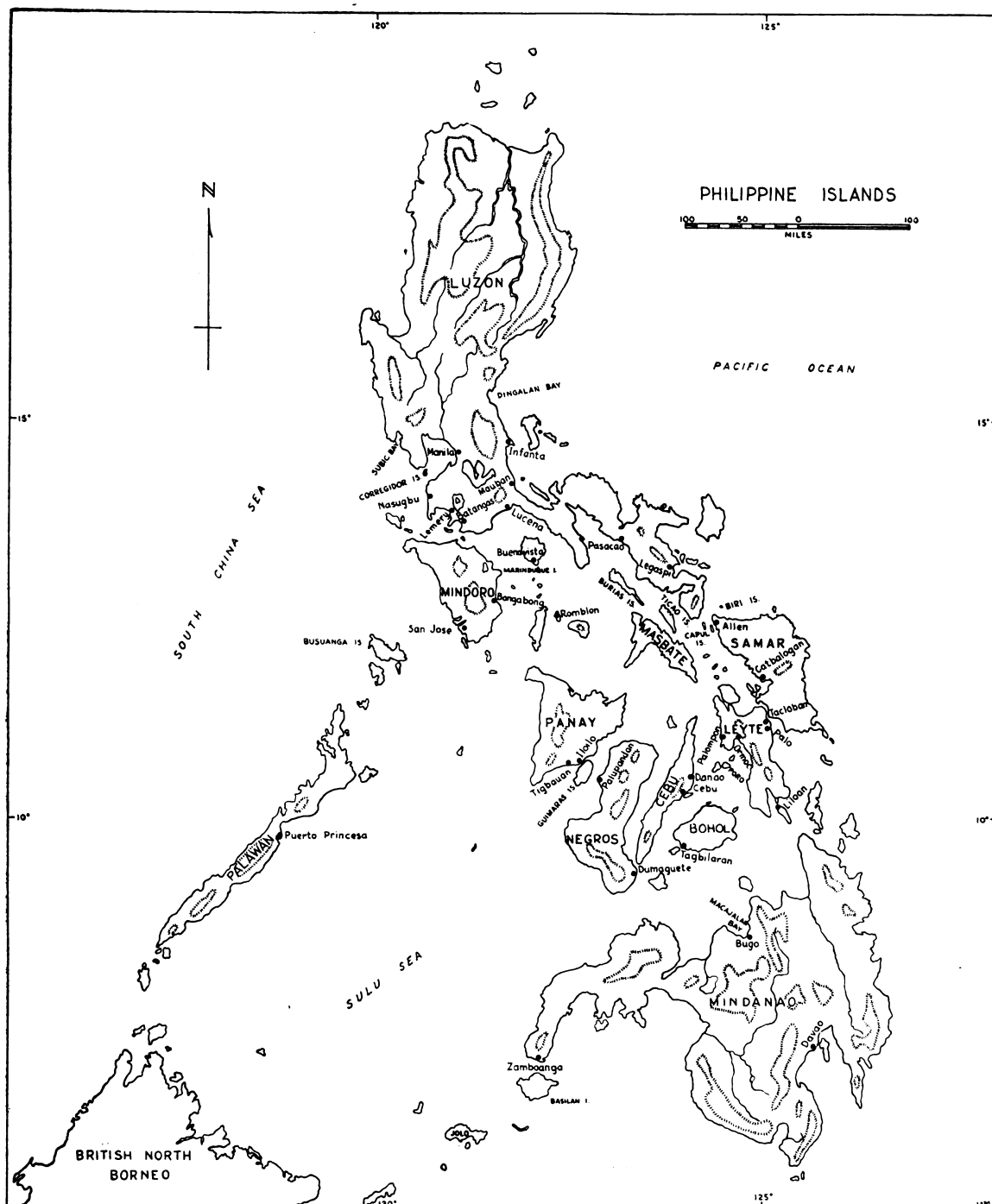
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second trip and went back into action after it returned. A few of the Navy's LCVPs were sunk by enemy fire.

As anticipated from study of maps and aerial photographs, White Beach proved to be the most suitable beach. At Red Beach only one LST was able to approach close enough to the beach to unload. A second LST lowered its ramp and a bulldozer attempted to get to shore but slid into eight feet of water and jammed the ramp so it could not be lifted. All the other LSTs grounded by the stern with the bow in such deep water and so far out from shore that landing was impossible. Although this contingency had been expected and we had urged that ponton causeways be brought in with the LSTs to land on Red Beach, none was available until they could be towed from the Dulag area, arriving late on A-night. No under-water obstacles or mines were encountered on the beaches. However, on the 2 LST landings on Cataisan Point, on A+2, three vehicles were damaged by booby-trapped bombs. The fact that we had surprised the Japs was proved by the large number of naval mines stacked on shore which had never been placed in the water.

In addition to the difficulties encountered on Red Beach due to only one LST being unloaded by ramp, unloading on both Red and White Beaches was hampered by a very difficult swamp parallel to the beach and only 100 to 300 yards back from the high-water line. Numerous anti-tank ditches had also been constructed by the Japs, but these were soon filled in by our dozers. In spite of difficulties, all the LSTs on White Beach and the one LST which was able to reach Red Beach were unloaded and able to retract by early morning A1. The eleven LSTs which were unable to beach on Red Beach were unloaded in the stream by LSMs and LCMc until three ponton causeways could be brought from Dulag and installed on Red Beach. On the morning of A+1 unloading on these ponton causeways was initiated. They proved satisfactory except for the difficulty experienced by LST commanders in grounding their LSTs near the causeways. Considerable time was lost in fitting the causeways to the points at which the LSTs grounded. On the night of A+1, one ponton causeways was put out of action for several hours due to being hit by an LST coming in at almost full speed. While two or three sections of causeways were sufficient for the initial landing of each LST, it was necessary later to use as many as five sections per LST to reach the large grounded craft. This change was believed due only in part to a lower tide, the other reason being that the LSTs' propellers apparently built up a sand bar which wasn't there when the first LSTs came in for their landings. By 1800 on A1, six of the Red Beach LSTs had been unloaded and all the White Beach LSTs as well as several AKAs in the stream. The next day the remaining eight LSTs, two AKAs and one AK completed unloading and were able to leave by 1700 completely unloaded and ahead of schedule.

Although shore work was interrupted by numerous air raids and air alerts, Navy craft were able to return to the Near Shore on the schedule set, and in the case of one echelon, a day ahead of schedule. Naval Beach Parties furnished by CTF 78 operated in conjunction with each shore party. The Naval Transport Groups furnished Transport Beach Parties to assist the Shore Party in unloading boats from the respective transports. These Transport Beach Parties were a great help to the Shore Party and operated most efficiently and with great energy. The result was that LCMs and LCVPs used in unloading these transports were able to return to the APAs for subsequent unloading so promptly that the average unloading time for the APAs was held to four and a half hours. As the APAs carried an average of 1300 troops and 450 tons of bulk stores and equipment, this meant that the average tonnage handled per hour was about 100 tons, which, it is believed, is a record for the Pacific areas. The fact that this Brigade had been associated with the Seventh Amphibious Force in numerous preceding operations, and knew its methods and many of its beach personnel, had much to do



with the successful results. Almost a hundred thousand tons of supplies poured across the two beaches in the first six days. Only two of our shore battalions were involved in this work.

On the same day as the landings on White and Red Beaches, a third task group from 532d EBSR under Major Cecil J. Newton of Geneva, New York, supported the 21st Infantry Regimental Combat Team in a landing on Green Beach on Leyte, sixty miles to the south. The Japs had fled prior to our landing, so no opposition was received. During the next twenty days, our boats there carried seventy-two different patrols landing on forty-eight separate beaches in tropical, reef-infested south Leyte. (None of these 72 landings have been included in the list of combat landings made by the brigade as no fire was encountered. To the boatmen and patrols making the landings every one was a potential battle). Contracts were made with guerrillas and supplies delivered to them. Any Japs who did succeed in escaping headed north for Ormoc.

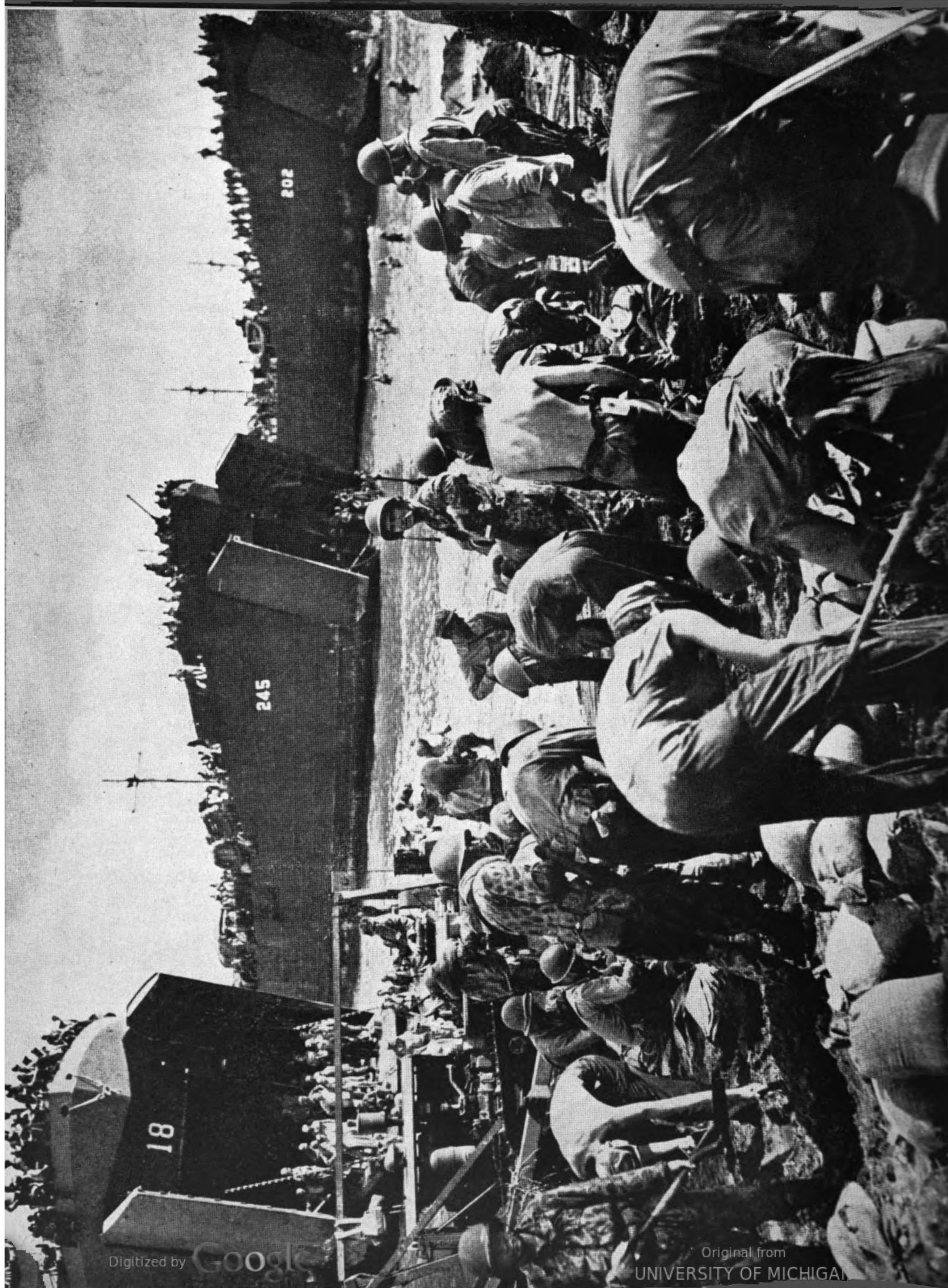
Most of the Amphibs on shore at Leyte did not realize at the time what a critical situation was happening on October 24. Few knew that the Jap fleet in three separate task forces was attempting to invade Leyte Gulf and sink the many American transports there. At six o'clock in the evening of October 23, 1st Lt (later Capt) Mortimer A. Clift, Brigade S-2, of Great Neck, New York, had brought word to General Heavey that the Jap fleet was approaching. No other officers or men in the Tacloban area knew of the ensuing naval battle until the next morning, but some members of the Brigade knew from personal observation. It so happened that two of Major Newton's LCMs from Green Beach were in Surigao Straits south of Leyte at dusk when they observed a fleet pass eastward heading for the Pacific. They were thrilled, thinking it was an American fleet returning from the China Sea after covering our invasion. Little did they realize it was a Japanese fleet. For some reason the Jap ships did not fire on the LCMs. Early the next morning both our shore and boat engineers near Green Beach heard cannonading to sea. Some saw a tremendous flash and knew a ship had exploded, but not until a day later was it learned that it was a big Jap cruiser.

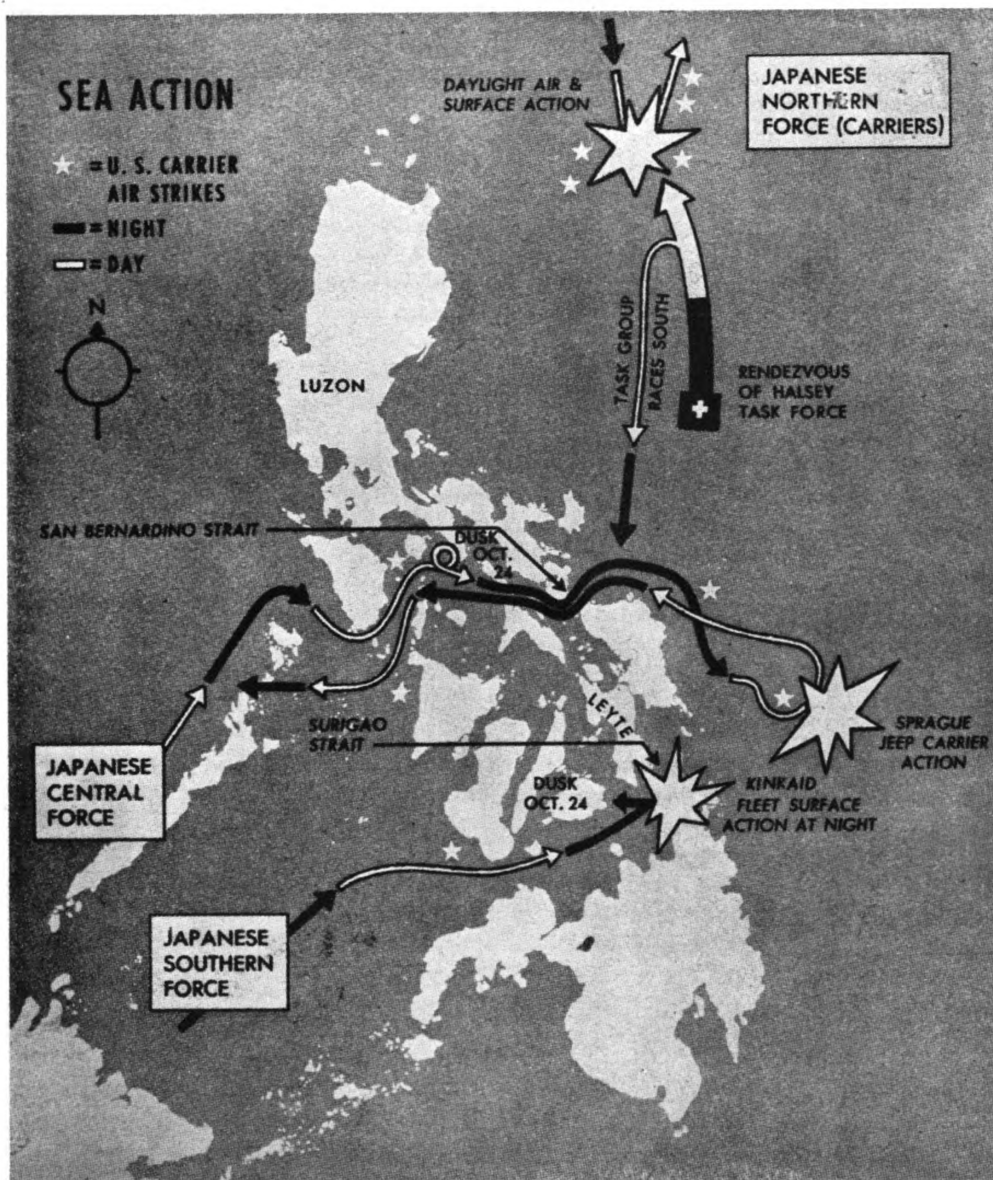
The Amphibs near Tacloban heard by grapevine the next morning that the Jap fleet which came through the straights south of Leyte had been turned back by Admiral Kinkaid's Seventh Fleet, but that another fleet of Jap battleships was attacking our carriers off Samar. Soon as many as 50 naval planes from the carrier force were circling the incomplected Tacloban strip, radioing they were about out of gas and must land. Hurriedly clearing the incomplected strips, the exhausted naval pilots did wonders landing their planes. Some planes crashed, but luckily every pilot was saved. It was realized by all that these forced landings meant American carriers had gone to the bottom in the naval battles. What had the Japs lost?

Although it was days before details of the American naval victory reached the ears of the Amphibs, it was generally known with twenty-four hours that all the Jap naval forces had retreated and that many of their battleships and cruisers had gone to the bottom. The brigade had been part of the American "bait" which led the Jap Navy out where the American fleet could hand it a disastrous defeat. The timing of the Jap attack was good. The Army had one foot on shore and one foot still in the water. Leyte Gulf was full of ships. Our land-based planes in Morotai could not reach the Japs. But they had underestimated the fighting power of our Navy and, especially, of our naval carrier planes.

The 1st Cavalry Division, old friends of New Guinea and the Admiralties, was anxious to force San Juanico Strait, the narrow and tortuous passage between Leyte and Samar. A fleet of eleven LCMs from Company A, 592d EBSR, under 1st Lt Albert F. Cappelli of Cranston, Rhode Island, was attached to the Cavalry for this mission. Two flak LCM gun boats under 1st Lt John H. Kavanagh of Rye, New York, were added from the Brigade Support Battery to convoy the Company A LCMs.

On October 23 the amphibious force pushed up the picturesque straits and made





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Victory at sea: A huge three-pronged Japanese naval assault was blasted apart on 25 October. The Japanese Central and Southern forces came to us. Halsey's fleet rushed after the Northern Force.—*Fortune* credit reads "Courtesy of *Life*, finish by Elmer Smith".

a landing without enemy opposition at LaPaz on Samar half way up the strait to invade Samar. The next morning an advance detachment of three LCMs carrying 200 cavalry under Staff Sergeant Richard D. McCoy of Van Wert, Ohio, convoyed by one of the flak LCMs pushed farther up the strait. One of the passengers was Robert Shaplen, the well known Newsweek War Correspondent.

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Several miles through the narrow strait was accomplished without incident. Then suddenly eight or ten Jap bombers came speeding down the strait. Spying the "defenseless" craft, the leading plane led off for a strafing and bombing attack on the head of the convoy. Little did he realize that these LCMs would open up with twenty 50-caliber machine guns not to mention the 20mm and automatic 37mm guns on the flak LCM. The first Jap plane dived in to the hail of gunfire and immediately exploded into flame. A second one following met the same fate. The others veered off from the terrific fire put up by our boats. Navy Hellcats arrived and attacked the others. It was a hot time for a few minutes.

Robert Shaplen described the rest of the trip in *Newsweek* as follows: "One mortally wounded bomber came down directly toward us. At the last minute the pilot gave her a twist. The plane spun into the ocean 150 yards away. Before he hit the water the Japanese pilot dropped a bomb at one of our gunboats. It missed by a few feet. As the bomber wreckage sank, the pilot came up to the surface, revolver in hand and was shot by our gunners. His head was blown off. Guided by a Filipino, the Americans landed and dug in. The next morning Jap Zeros made two diving runs at the gunboats. A bomb dropped just off the stern of one. Shrapnel killed eight men and wounded seventeen. But the Americans shoved on to seize two north-coast towns on deep protected Carigara Bay, one of the main allied goals."

Later, on 24 October, Major Smith of the Cavalry loaded a thousand men on eleven LCMs and three LCIs for the final push up the Straits. While he and Lt. Cappelli were making last minute preparations a lone, Jap light bomber suddenly appeared over the hills to the west and dived for the convoy. All eleven LCMs opened fire on the suicidal Jap and should share the credit for the plane's immediate destruction with the three LCIs. One of the LCM coxswains, T/4, Joseph Kaplan of Richmond Hill, New York, was hit by shrapnel and hospitalized. After this interruption the Convoy made the trip up the Straits without any trouble and made an unopposed landing at Babatngon that afternoon. The LCMs anchored off the beach and spent a peaceful night—serenaded by happy Filipinos who paddled around the fleet in bancas singing, "God Bless America" to their "Liberators."

The next morning was not so peaceful. Four Jap medium bombers swooped down from behind Babatngon Hill and suddenly attacked the fleet. They came over in pairs, one dived for LCI 23 that was lying in close to shore while the other went for LCI 238 that was well out in the stream. The LCMs that were under way quickly dispersed and opened fire, the ones that were anchored lost no time cutting their lines and manning their guns. LCI 23 received a bomb hit near the water line off her starboard quarter—a large hole was knocked in her side and many of her crew were wounded and killed. Lt Cappelli aboard LCM 500 immediately started over to render aid to the stricken vessel. As he approached the LCI he noticed a sailor drifting along in the current in his life belt, face down, obviously unconscious, and dived into the water to get him. As LCM coxswain T/4 Reuben G. Personen of Elkin, Michigan, maneuvered his boat to get the man aboard—one of the planes made a strafing run over the area while another dropped a bomb near the other LCI. By that time Lt Cappelli, who was fighting the current with his heavy burden had discovered that the sailor he was trying to save, unfortunately, was dead. The heavy anti-aircraft fire from the LCMs must have discouraged the Jap planes for they made only the single attack and winged for home—one of them trailing black smoke.

The LCM was put alongside the LCI to take off the wounded. After the wounded were hurried ashore to the Cavalry aid station, three LCMs towed the disabled Navy LCI onto the beach and helped to camouflage her with trees and foliage.

Lt Cappelli with five LCMs loaded with eight dead and twenty-five wounded sped back to Tacloban, only to be delayed right at the dock by a heavy air raid.

The next morning six LCMs lying off Babatngon Beach were attacked by a lone Jap bomber, who came in low for what he thought would be an easy kill. He was an easy target and the gunners just poured it into him. The surprised pilot turned and fled with one engine out and trailing black smoke behind. A crashed plane, identical to this one, was found shortly afterwards by a Cavalry patrol a few miles inland, and there is every reason to believe it was the same plane.

From then on new landings were made almost daily on Leyte and Samar Islands, and the towns of Barugo, Santa Cruz, Carigara, Villa Reale, Caliliga, and many smaller barrios became Cavalry outposts and links in the ever growing supply chain. The venturesome Amphibians volunteered to "recon" the small islands in Carigara Bay and were the first to land on Buad, Lamingao, Daram, and Quintarcan Islands, often playing hide and seek with Jap patrols.

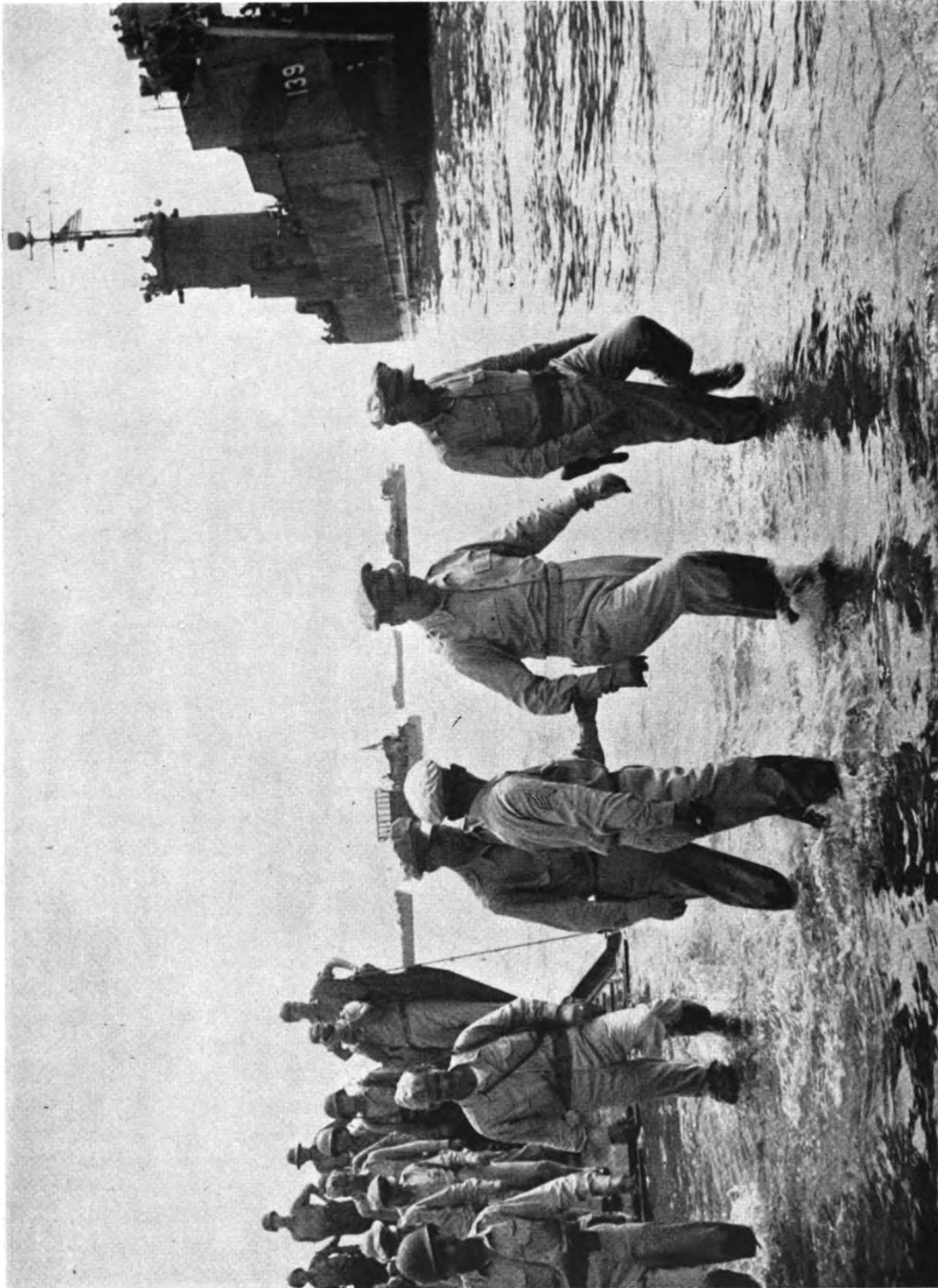
On the night of 30 October a new enemy appeared—a tropical typhoon, complete with mile-a-minute winds and gigantic waves. It caught part of the LCM fleet in Carigara Bay and did its best to sink every boat in it. Luckily, only one boat got into serious trouble. Its coxswain T/4 William L. Cecil, of Dublin, Virginia, put up a game fight but was compelled to abandon his LCM. He was rescued from his sinking craft during the height of the storm by T/4 Joseph R. Crummie of New Kensington, Pennsylvania, and his boat crew.

During November the heavy rains practically obliterated the roads in Northern Leyte and Samar, making the Cavalry outposts completely dependent on the LCMs for all resupply, replacement and evacuation. From daylight to nightfall the Amphibians sped up and down the Straits, west into Carigara Bay, east into Villareal Bay, hauling ammunition, troops, supplies and evacuating casualties. A Navy order prohibited running the Straits at night for fear Jap craft might come in undetected. However, the night of 20 November fifty-three casualties awaited transportation at Babatnogon to the hospital at Tacloban, so Lt Cappelli broke the rule and made the first trip. From then on casualties were run in to Tacloban regardless of time or weather.

These "A" Company, 592d LCMs stayed with the 1st Cavalry Division, participating in all their operations until they were relieved to stage for the Luzon show. Company A, 542d, then took over the job and continued to supply and evacuate for the Cavalry Division.

Meanwhile, our boat and shore engineers had been working day and night unloading LSTs on White and Red beaches and Liberties out in the stream. First priority went to getting steel matting onto the Tacloban airstrip. This was no easy job for by a strange slip-up the heavy landing mat had been loaded deep in the holds of the freighters, instead of near the hold where it could be quickly unloaded. It was necessary to first unload the cargo and many trucks before the pierced plank for the airfield could be reached. Nevertheless, by working night and day until men were ready to drop in their tracks and disregarding the Jap bombings, the flow of steel mats reached the strip just before the aviation engineers had the field graded and ready to commence laying the metal runway. The Amphibs saw to it that the aviation engineers never had to wait for the mat coming off the Liberties anchored miles out in the Gulf. One night seventy-one separate Jap attacks were made on the engineers laying the strip and bringing in matting from the ships. Exactly a week after D-day the field was ready. The first land-based fighter which had flown 2000 miles from New Guinea came down on the just completed strip. Amphib engineers joined the aviation engineers in wild cheering as the welcome P-38's gracefully landed. General MacArthur was there and personally greeted the commander of the P-38's. He was as glad to see them as the rest of us. Within an hour the planes refueled and were out against the Japs relieving the exhausted carrier planes.

During all these operations we were undergoing the miseries of a wet season, and of course, 1944 would be a much wetter year than usual at Leyte. One 80-knot typhoon hit us early in November and another one later in the month. The boatmen had to keep their craft



Courtesy of Life Magazine, © Time Inc., 1944
On October 20, 1944, two years, seven months, nine days after he left Corregidor in a PT boat, General MacArthur wades ashore with his army in the Philippines.

headed into the wind with anchors down and engines full speed ahead to keep from being driven ashore. A number of the larger naval craft, with larger surfaces exposed to the terrific wind, were unable to hold and were beached. One PT boat was washed inland so far it had to be abandoned.

The light Leyte roads were soon churned to a morass by the heavy Army trucks and twenty inches of rain a week. Almost everything had to be moved by boat. Troops, ammunition and supplies were carried on the forward trips with sick and wounded on the return trips. Only one landing strip could be kept in operation due to the heavy rains. Work was rushed on new strips and our lighterage gave priority to unloading steel matting for those urgently needed airfields. There were always more demands for our craft and for the LCTs furnished by the Navy than could be met. There was a daily battle to determine who would get priority on available craft. In the Leyte-Samar operations we found the exact situation for which the brigade had been formed. Its facilities were utilized to the maximum. Our shore engineers with attached port, DUKW truck, and service companies and Filipino civilian labor, were extremely busy unloading ships over Red and White beaches. Every available means of lighterage was used, from the Navy LSTs and decked barges propelled by outboard motor unit, known as Sea Mules, to our small LCMs, LCVPs and DUKWs. We established "sub" beaches to reach outlying detachments and our boats were kept busy in movement of troops and in resupply echelons throughout the islands. Radar units were moved up to isolated areas. Guerrillas were picked up and moved from point to point.

The "Luck of 2 ESB" was well illustrated during the heavy Jap bombing of our shipping in Leyte Gulf. The bulk of Brigade Headquarters and Brigade Service Troops was aboard the Liberty Ship Samuel K. Barlow. A Jap dive bomber dropped a 250-pound bomb squarely on the bridge, but it failed to explode to the vast relief of everyone. The plane was brought down by gunners on the Barlow and crashed into the sea close beside the transport.

Our Hydro Survey party, commanded by Lt Col William R. Tucker of Camp Hill, Alabama, who was detailed to the brigade in 1942 from the Coast and Geodetic Survey, rendered valuable service in finding suitable beaches for Naval landing craft on both Leyte and Samar, and in locating and buoying a channel to the dock in Tacloban. He worked close behind the advancing infantry. It was feared the channel would be too shallow to allow fully loaded Liberty ships to proceed to the dock, but a suitable channel was found. Strange to relate, it was free of mines. The Japs had several hundred horn pronged naval mines ashore, but none had been installed. Colonel Tucker also found the dock in perfect shape, except for one small Jap ship sunk at one end of the dock. This ship had been sunk by American air attack. No booby traps were found on the dock. The 1st Cavalry Division having secured the land areas around the dock, Colonel Tucker guided the first two Liberty ships to the dock on the afternoon of the fifth day, and over a thousand tons of cargo were unloaded the next day, gradually increasing to 3000 tons a day as unloading facilities and warehouses were obtained. By this time the Japs awakened to the value of the dock and bombed it heavily, inflicting casualties and damage to both ships and dock but not stopping the work. The shipping and landing beaches received their share of bombing, too. Outside of the crude coral jetties at Biak, this Tacloban dock was the first dock we had found intact in any of our operations in the Southwest Pacific. It made us think we were getting back to civilization.

It is not intended to burden this history with logistics, but members of the brigade might well be interested in the following extract from a report submitted by Gen Heavey to GHQ on work of the brigade in Leyte:

"For your information 2 ESB has handled the following monthly cargo (DWT) over Red and White beaches from 20 October 1944 to 15 March 1945, the day it was relieved from this work:

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Leyte, Philippine Islands. April 1945. New Flak LCM No. 759 built by 562 Engr. Boat Maint. Bn. and 162 Ord. Maint. Co. Left to Right: Pvt. George N. Messick, Tec. 5 Williams Adams, Tec. 4 Raymond Durstine, Tec. 5 Alvis Knight, Tec. 5 Jack Rowe. Lower Right: Capt. James R. Virtue.

An LCVP which participated in assault landings from Lae, New Guinea to Leyte, Philippine Islands—a distance of 2,000 miles.



	<i>Red Beach</i>	<i>White Beach</i>
20-31 October	29,071	63,125
1-30 November	23,548	75,309
1-31 December	43,177	54,074
1-31 January	38,072	54,074
1-28 February	23,929	40,134
1-15 March	10,226	17,870

In addition 2 ESB operated or supervised Catmon Hill, Tanauan, and Tolosa Beaches. Total tonnage handled across these beaches for the period 20 October—15 March amounted to 97,519 tons."

The capabilities and efficiency of the brigade is well summarized in Rear Admiral D. E. Barbey's report of the Leyte Operation:

"Shore Parties in this operation were provided by the 2d Engineer Special Brigade. The splendid work of this organization contributed materially to the rapid unloading of ships and dispersal of supplies under most difficult conditions. The 7th Amphibious Force and the 2d Engineer Special Brigade have been associated in numerous amphibious operations in the past; complete understanding has been achieved through this close association and was reflected in the smoothness with which the LEYTE unloading operations progressed."

ORMOC LANDING

During November the Japs were slowly driven by our infantry from eastern Leyte over the mountains into rugged western Leyte. The Cavalry Division had been moved by 592d LCMs to Carigara Bay on the north of Leyte and was pressing south. However, Jap reinforcements and supplies kept pouring into western Leyte from Luzon, mainly under cover of darkness. The Sixth Army decided to make an amphibious landing south of Ormoc to attack the Japs in their rear and to cut off their supply and reinforcements.

A boat detachment of Company C, 592d, under 1st Lt Samuel D. Harper of Florence, South Carolina, supported by our rocket LCM and one flak LCM of the Support Battery under 1st Lt (later Capt) Edwin T. Stevenson made an amphibious landing south of Ormoc with the 7th Division on December 7. The Support Battery craft concentrated on Ipil with both barrage rockets and 75mm gun fire. Rocket fire on Ormoc from Lt. Stevenson's rocket LCM set the town on fire and destroyed large amounts of enemy stores. The landing was successful with only a few casualties, but that afternoon all craft were subjected to a heavy Jap air attack. None of our boats were hit but the larger Navy craft were not so lucky. Two LSMs and two APDs went down in the furious attack. Our small landing craft rescued many sailors who had to abandon ship. The next day six LCMs loaded with casualties left Ormoc for Baybay. They were under continuous air attack all the way by Japs who were thoroughly aroused by our Ormoc invasion. Lt Harper and three of his boatmen were seriously wounded. 1st Lt Charles E. Stephens of Gilmer, Texas, took command and skillfully maneuvered the boats to bring them all safely to Baybay although several others were wounded during the day. No boats suffered direct hits, but all received fragments. It was one of the hardest days our boatmen ever experienced but the gunners were not taking these attacks lying down. Two Jap planes were definitely shot down and others were undoubtedly damaged. Lt Harper, Lt Stephens and eleven men won the Bronze Star Medal for their heroic action. Lt Edwin T. Stevenson of the Support Battery was awarded the Silver Star Medal.

Back on Red Beach on eastern Leyte on the early morning of December 10 there was a terrific explosion when 80 tons of explosives let go for some unknown reason. Much



Macajalar Bay, Mindanao, Philippine Islands. 10 May 1945. Filipinos help unload Co. "B", 542 EBSR LCMs.

valuable equipment was destroyed but fortunately the brigade suffered no casualties, although, many had close calls. Other units suffered casualties.

FIRST LANDING ON MINDANAO

In the meantime two LCMs from Company C, 592d, made a surprise amphibious landing on Mindanao, as much of a surprise to them as it was to the Japs. The two craft loaded with bulldozers were sent under Staff Sergeant Henry W. Telker of Warren, Ohio, to nearby Samar Landing. Out in Leyte Gulf they got blanked out in tropical fog and storm and followed a faulty compass course. After an all-night trip through rain and storm they were relieved at dawn to see an island ahead. Not sure where they were, one LCM cautiously landed as the other stood by. Guerrillas rushed out to greet them. Telker asked them: "What island?" "Mindanao," they replied. "Any Japs about?" "Oh! yes, four thousand of them over there on that ridge." Telker lost no time reloading and heading back for Leyte, but the Japs on the ridge spotted him. His boats were only an hour out on the return trip when three Jap planes came from the direction of Mindanao strafing and bombing. Telker's four gunners put up the hottest fire they could and the Jap planes disappeared without inflicting any damage except a few holes on the boats about the later line. Two hours later the Japs hit again with three more planes. This time a 100-pound bomb hit one of the dozers in the boat. Luckily, it was a dud and bounced off harmlessly into the sea. The next day Radio Tokyo reported that an attempt to land on Mindanao had been repelled with heavy losses to the Americans. None of our men were hit and the damage to the boats was soon repaired.

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PALOMPON

On Christmas Day the 592d participated in another landing. This force was under 1st Lt. Kenneth R. MacKaig of Glendale, California. Our Support Battery had recaptured 300 rounds of American 75mm ammunition at Ormoc which the Japs had captured at Bataan in 1942 and brought to Ormoc to fire at us. Instead, our gunboat and rocket LCM had the pleasure of mixing these 75's with rockets to pour on the enemy at Palompon, north of Ormoc. This was our last combat landing on Leyte for now the Japs were encircled and sought the mountains. But our job was not finished. For many months we were to operate boats in and out of Ormoc, attacking outlying islands where Jap garrisons had to be mopped up and supplying the many separate radar and infantry detachments. In early December Companies A and F, 542d, had started moving troops and supplies from White Beach to the northern tip of Leyte. From there the troops pushed south on Ormoc to compress the Japs in conjunction with the simultaneous drive from south of Ormoc.

SAMAR

North of Leyte lies the large island of Samar. Shortly after the initial landing on Leyte, our 592d boats had pushed through the narrow strait between the islands and landed cavalry in Carigara Bay. Other forces were landed on Samar and soon overran southern Samar. Then followed a series of small amphibious landings as the Americans pushed up the western coast of Samar. These were participated in by boat units from all three of our regiments.

Macajalar Bay, Mindanao, Philippine Islands. 10 May 1945. Lt. Gen. Robert L. Eichelberger stepping ashore from Co. "B", 542 EBSR LCVP.



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On January 27, 1945, three LCMs of Company A, 542d, were loaded with 37mm guns and infantry mortars of the 381st Infantry and proceeded to St. Margherita village, sixty miles up the coast where a large concentration of Japs was reported. The Japs were caught unprepared for this fire from the sea. Our Guerrillas later reported 180 Japs were killed and 60 wounded by this surprise attack.

By this time the 532d, less Company A, had left Leyte for the Mindoro landing, which is described in the next chapter, and the 592d had loaded out for two landings on Luzon which are also described later. This left on Leyte Brigade Headquarters and Special Troops, the 562d Boat Maintenance Battalion less the maintenance companies with the 532d and 592d, and the Medical Battalion less its companies with the 532d and 592d task groups. The 542d Regiment and the 1570th Engineer Maintenance Companies had moved in echelons from Biak to Leyte. In early February, 1945, the last elements of the brigade finally closed out in New Guinea. The 542d was kept busy running Red and White Beaches at Leyte as well as supplying many outlying detachments and radar stations.

The 262d Medical Battalion did a wonderful job at Leyte. In the initial landings its units invariably had the first medical set-ups on the beaches. They handled the evacuation of all casualties to ships in the Gulf and also those evacuated by air. For its fine work the entire battalion was awarded the Meritorious Service Plaque.

On January 15, 1945, a 592d task group loaded out a 7th Division force at Ipil and landed them successfully on Ponson Island west of Leyte. In this operation fifty-six "Buffaloes," many carry 75mm howitzers and flame throwers, were attached to the Amphib group of some twenty-five cargo LCMs and three LCMs from the Support Battery. This landing was followed two days by a similar landing on nearby Poro Island. On the morning of January 19 a single enemy Zero tried to strafe the beach but was driven off by the heavy antiaircraft fire from our boats. That night several planes bombed the beachhead but with little effect.

A detachment of Company C, 592d, under 1st Lt James E. Klug of New York City, had been operating boats around southern and western Leyte and had a staging point at Liloan. When their duties were completed and they were ordered to return in preparation for Luzon landings, it was found that they had made a tremendous hit with that Filipino community. Letters of appreciation from the Justice of Peace, the Women's Auxiliary, the Mayor and what not flooded brigade and higher headquarters. Evidently, our men were as good at making friends as they were at making war.

In the Leyte and Samar areas our craft during February and March worked with the 96th Division, the 38th Division, the Americal Division, the 1st Filipino Infantry, and Filipino Guerrillas in widely scattered operations. Company A, 542d, furnished many of these missions, later being relieved by Company C, 532d, under 1st Lieutenant (now Capt.) Henry Meiggs of Palo Alto, California.

On February 19 Company A, 542d, set out from Catbayog on western Samar for a series of landings with the Americal Division to mop up the important San Bernadino Straits between northern Samar and southern Luzon. These were the straits through which one element of the Jap fleet advanced for the battle of Leyte Gulf. After finding Dalpuri Island suitable for landings this task group landed at Allen on the coast of Samar. From there they landed a reinforced infantry company on Capul island where they wiped out a small force of Japs. Landings were then made on several other nearby islands, the most important of which turned out to be Biri Island. Guerrilla information led the Americal Division to believe the beach there not strongly held by Japs. An air strike by six Corsairs was scheduled before the landing and several PT boats strafed the beach. But when our landing wave of two LCMs loaded with infantrymen went in at eight o'clock for the



On Catmon Hill Beach, Leyte, Philippines, 1944. Gen. Heavey and staff officer.

landing they met furious fire. At 600 yards they drew 50 caliber machine gun fire but kept pushing on. When only 300 yards out, 20mm gun fire joined the machine gun fire from the beach. At 150 yards mortar shells began bursting around the boats. The infantry passengers were flat on their bellies in the bottom of the boats and thus avoided much of the fire but our crew had to keep their exposed positions. The LCM on the right flank hit a reef 25 yards from the shore and stuck hard and fast. The ramp could not be lowered as the ramp cable had been shot away. In the meantime the left flank LCM had gotten to within 50 yards of the shore but the engineman had been killed, the coxswain, wave leader, and two seamen all wounded. The LCM out of control turned broadside. The seaman on the ramp realized no one was at the wheel and, although already wounded, ran to the stern and took over the wheel. Seeing the other boat in trouble he skillfully maneuvered his craft

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to get a line to it and, upon orders of the infantry commander, both boats withdrew out of range. Of the eight members of 542 in the two crews, two were so badly wounded they died of their wounds and four others were wounded. Yet both craft with their many passengers, over thirty of whom had been hit, were brought back out of the murderous fire. One of the boats had almost a hundred holes in it, the other one over fifty.

Not to be deterred, a new plan for landing on the island was worked out. At one o'clock in the afternoon the boats went in again landing without difficulty on the rear side of the island. The infantry rapidly pushed overland to the beach where the original landing was attempted. This attack surprised the Japs and all sixty-eight of them were killed. It was found that the Japs had eight machine guns and two 20mm guns and a knee mortar on that first beach to oppose our initial attempt. It happened that some of the boatmen on this landing had also participated in the hot landing at Wakde the previous April. They all agreed the Biri Island fire was worse than at Wakde. For their heroism that day four of our men were awarded Silver Stars, and two Bronze Star Medals.

More than in any operation since the days of Lae and Finschhafen the brigade felt that in the Leyte operation it had earned its salt. Our craft were indispensable to the success of the operation. Our shore engineers, signal and medical personnel felt that every day they were doing vital work. Our gunners had real jobs to do shooting down many Jap planes and driving others off. The rocketeers of the Support Battery knew their rockets were killing many Japs. The 75mm installed so ingeniously in the bow of a flak LCM at Finschhafen paid huge dividends.

In one important respect, the Leyte operation was unique to members of the brigade, and in fact to all Southwest Pacific troops. We had all read of tumultuous welcomes given by liberated peoples to our men in Europe. This was the first time it happened to us. Bivouacked in New Guinea and the Bismarcks, perhaps the least developed corner of the World, we saw photos and newsreels of crowds cheering American Soldiers, crowds weeping tears of joy, young ladies embracing GI's on trucks, flowers scattered in French and Belgian village streets. But somehow those things didn't happen to us. The scenery for our war consisted of frowning forest-clad mountains, sago swamps eerie at night with innumerable queer sounds, a vast, excessively fertile wilderness where dinosaurs would scarcely have seemed out of place.

At Leyte, suddenly, it was different. It is true the Filipinos had little to offer of material value. The Japanese had reduced them to utter poverty. But they were glad to see us. They welcomed us warmly like friends who had been away for a long time. Very few of us had ever seen a Filipino before. It was a pleasure to find them a neat, sturdy little people. The children joyously greeted us with fingers extended and crying out "Veectorie." The girls were actually cute and the men, though small of stature, were well built and good looking and their skins were a warm brown. Their firm handshake and friendly man-to-man welcome—in English—made you feel good. They went to work on the beaches, they gave us invaluable information about the Japs and the Guerrillas soon showed themselves to be a strong ally. At Leyte we realized that we really were fighting a war of liberation.

Chapter X

Mindoro

AS SOON as the Americans were established in Leyte, but long before it was completely mopped up, General MacArthur hit the Japs again not giving them any time to catch their breath. His next stroke was a bold one, clear to the other side of the Philippines, cutting them practically into two parts.

Mindoro, in size and population, is not one of the more important of the Philippine Islands group, yet its recapture by American troops in December 1944 was such a bold, daring, unexpected thrust that it had strategic consequences of significance for the entire central Pacific campaign.

The island is somewhat larger in area than Leyte, but with a population of only 119,000 inhabitants, scattered mainly along the coastal regions. It is located twelve miles south of Luzon and to the West faces the important China Sea. Accordingly, the recapture of it brought American land-based planes to within a 165-mile run of Manila and immediately laid open the China Sea for extensive American operations, both sea and air. It poised American Forces on the very bastions of the enemy's Luzon defenses. Our strike at Mindoro led the Japs to expect the Luzon landing would be on the southern coast. This attack was thus a feint to divert the Japs from the later to come Lingayen landing.

In view of these strategic implications this operation was one of the most important to which the 532d Engineer Boat and Shore Task Group had been assigned. And for the Regiment itself, it came to have special significance in that it was to be called upon to furnish supervision, function and service of a broader character than that of any previous operation. New types of missions were thrown at 532. In a word the operation was a fitting challenge for a unit with the achievements, history and experience of the 532d under its new commander, Col. Nielson who had relieved Col. Steiner when he was taken ill at Hollandia.

The Mindoro assault weighed anchor at 1630 hours on 12 December from Leyte. Considering the distance to its objective and the fact that every mile of the way lay through enemy waters and off shores fortified by enemy coastal installations, this movement encountered a minimum of enemy interference. The next day a lone enemy suicide plane crash dived the USS Nashville, causing a large number of casualties and inflicting damage which required four months to repair. The Regiment had no personnel aboard this ship. Several other attempts were made by enemy aircraft to attack the convoy, but effective anti-aircraft fire held them at a distance. Throughout the movement the morale of the 532d troops was excellent. They had been steeled in previous operations. Every man knew his job and was confident. The operation was a challenge, but not a source of doubt or uneasiness.

At dawn on 15 December the objective was sighted—the municipality of San Jose, situated on the lower southwest coast of Mindoro. Our intelligence reports, based mainly

on information from guerrillas, had stated it was garrisoned by an enemy force of an estimated strength of 630 troops and protected by many machine guns. In San Jose was located a sugar central with milling and railroad installations. There was also an airfield which the Japanese had used extensively. For the assaulting task force, the primary danger lay in the probability of heavy counter-attack owing to proximity to the enemy's Manila stronghold and to his China Sea naval bases.

Destroyers and rocket LCIs delivered the usual bombardment of the beach. At 0730 the first troops hit the shore on schedule. Troops of the 532d landed on beaches designated as Blue and White respectively. No enemy resistance was encountered on either beach and Regimental Headquarters and Shore Battalion troops moved quickly to their preassigned areas.

The 532d undertook its shore party functions with the expertness and smoothness which comes of long combat experience. Every officer and man had been in at least one combat landing, some in as many as ten. Reconnaissance revealed that the beach conditions were the finest found in any operation to date and that the adjacent areas were more than adequate for dump sites, allowing maximum dispersion for all types of supplies. Heavy equipment went into immediate action and protected dumps were constructed for ammunition and gasoline supplies. Seas were calm and landing craft got close enough to shore to drop their ramps on dry soil.

The outstanding achievement of the day was the rapid unloading of lighterage. All LSMs had been unloaded and had retracted from the beach by 0815. All scheduled LSTs plus fifteen LSTs of U1 echelon were completely unloaded and had retracted by 1830 hours. This represented on White Beach the movement of a total of 1363 vehicles and 4338 tons of bulk supplies, and on Blue Beach 451 vehicles and 1959 tons of bulk supplies. Involved in the unloading activities of the Shore Party were 6,000 troops including all the attached units.

This work was accomplished in spite of enemy interference. At 0855 six enemy aircraft appeared and were fought off by our air cover. Again at 1400 and 1930 enemy aircraft appeared to harass operations and were again fought off without interruption of the work at hand.

The 532d had been charged with the responsibility for the defense of Blue and White Beaches. The perimeter defense was organized as planned and some days later reorganized to further strengthen our positions. The perimeter defenses were maintained for a period of over one month and special precautions were taken in the event of an attempted paratroops landing, which was ever present danger in view of the proximity of Mindoro to Luzon. Throughout the period these defenses were manned each night by Regimental units but with no slackening of individual efforts on the jobs assigned in the course of the unit's engineer activities.

The record of work accomplished in the succeeding days was impressive. It has been noted that the functions of the 532d were broader in scope on this operation than at any time previously. The Commanding Officer of the Regiment, Colonel A. M. Neilson, was charged with the duties of Cargo Control Officer. In effect this meant complete direction of all port activities, including charting the waters of Mangarin Bay, designating anchorage for arriving cargo vessels, scheduling the departure of empty cargo vessels, ascertaining the ultimate destination of shipping which stopped off at Mindoro, and the outloading and transshipping of resupplies for other operations. In addition the regiment operated and maintained the San Jose Railroad as well as the public utilities in San Jose. It also furnished expert welders to the Navy to repair damaged ships. These latter assignments will receive special attention below.

Main attention was devoted, however, to port and shore activities as that was 532's real job. In the succeeding days permanent dump areas were constructed in the town. All supplies were cleared from the temporary beach dumps and a network of some ten miles of roadway was either constructed or improved during the course of a fifteen day period. All cargo was expeditiously handled. Shipping in the stream was promptly unloaded and the co-ordination of all port activities by the 532d made for exceptional efficiency.

On 18 December boat crews of the Regiment accomplished the first of their rescues. During an enemy plane attack off Caminawit Point a squadron of Motor Torpedo boats was fired upon and bombed; one was hit amidships. A picket boat of the 532d made passage amid the maneuvering craft to the stricken boat and rescued from the water six survivors. This rescue was made near flaming pools of gasoline and proximate to ammunition and fuel explosions. The stem of the picket boat was badly scorched. For this heroic achievement the Bronze Star Medal was awarded to Captain Rutherford Harris of Cleveland Heights, Ohio; Captain F. X. Popper; 1st Sergeant M. K. Waters of Fall Rivers, Massachusetts; Sergeants B. R. Barnett of Riverside, Rhode Island; E. J. Krist of Scranton, Pennsylvania; O. K. Olsen of Bedford, Massachusetts; R. R. Weaver of Lodi, California and Corporal Edward Bober of Cleveland, Ohio, and the Silver Star to Colonel A. M. Neilson, the Regimental Commander, who personally directed the rescue.

Secondary echelons of the Regiment arrived from Leyte on 22 and 30 December. These echelons while enroute in convoy were harassed repeatedly by enemy air attacks. In a desperate effort to prevent the building of the Mindoro base, the Japanese air forces began to employ regularly the tactic of the crash dive against our shipping. Our first casualties of the operation were incurred in these convoys. Our LCMs were towed from Leyte by LSTs. When several of the latter were sunk by the crash dive tactics, our LCMs in tow were immediately endangered. Quick thinking and determined action by 532d crew members and passengers saved craft and lives. In one instance the Liberty towing our LCM went down so fast the crew shot the tow lines away with their carbines, thus preventing their craft from being submerged with the sinking ship. Other 532d men not so endangered went to the rescue of LST survivors. Undeterred by exploding ammunition, by shrapnel or by oil fires on surface waters, they directed their LCMs into the danger area, took positions along the narrow, exposed catwalks of their craft, and saved a number of both Army and Navy personnel. Nor were 532d men aboard the larger ships mere observers. Many of these men assisted the regular ship's gun crews and worked determinedly in carrying from storage the ship's resupply ammunition. During these attacks the Regiment lost six enlisted men killed and one officer and five enlisted men wounded. For heroic acts Bronze Star Medals were awarded Captain H. E. McPherson; Sergeants T. W. Perkins, of El Paso, Texas; and E. R. Hammond of Avon, Illinois, Corporals L. C. Addis of Galesburg, Illinois and O. G. Brewer of Miami, Oklahoma; and Private First Class S. F. Garrison of Kansas City, Missouri.

On 30 December, when a PT tender was hit amidships by an enemy plane at Mangarin Bay, 532d men rescued over a hundred naval survivors. Sergeant John M. Lawrence of Glenburnie, Maryland; Corporals Israel Silverstein of Brooklyn, New York and James J. Ullery of South Bend, Indiana; and Private First Class Joseph Trojan of Milwaukee, Wisconsin were the heroes of these rescues. All of them were awarded the Bronze Star Medal.

From U-Day until the opening of the Luzon campaign in January there was a notably sharp increase in the tempo of air activity over San Jose. These attacks were made both during daylight hours and at night. Shipping in the stream was the principal daylight target and newly-constructed airstrips the principal night target. The hours for

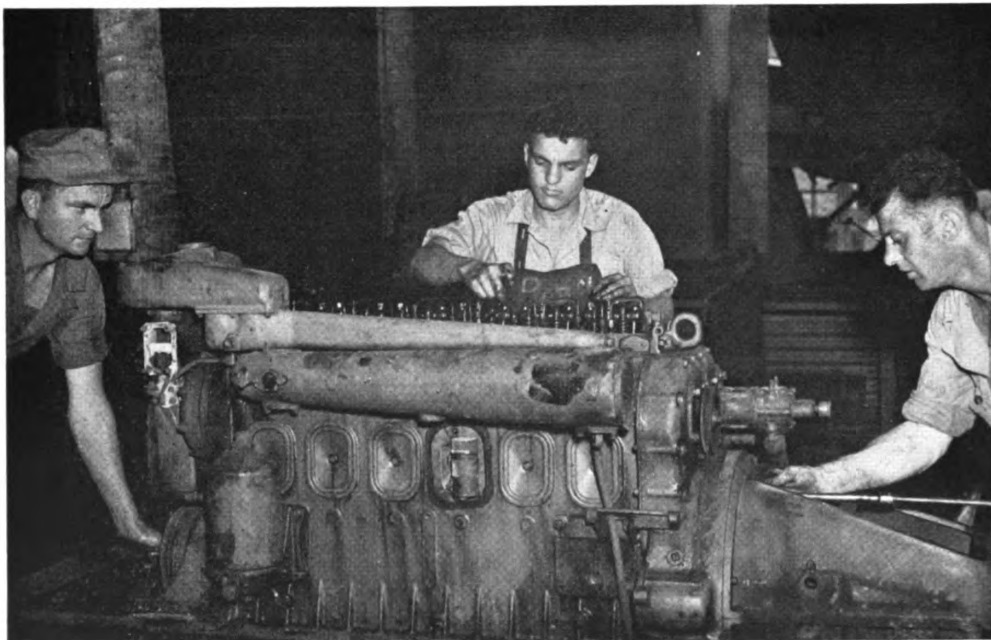
rest at night were severely limited by these attacks and daytime unloading activities in the stream were subject to interruptions. In several instances the masters and crews of Liberty Ships were quartered and messed on shore at night by 532d units. It was too dangerous to leave any men at all aboard the anchored ships at night. Our AA fire, while not directly credited with any enemy planes, contributed nonetheless to the general effectiveness of the San Jose AA defenses.

At approximately 1830 hours on 26 December the Regiment was alerted that a Japanese naval task force would be off Blue Beach at approximately 2000 hours. Taking advantage of a weather front the Japs had sneaked its naval force close to Mindoro without detection. All our naval forces except PT boats were back at Leyte, many hours away. All available aircraft and PT boats moved out to engage the Task Force and at 2015 hours the white AA fire characteristic of Japanese guns could be seen to the North. Great fountains of white fire reached upward and illuminated the sky. The night sounds of the countryside gave way to the steady, deadening drone of our planes as they winged at high speed with new bomb loads from the airstrips in action. By 2330 the Jap naval task force had moved to a position off Blue Beach and began the shelling of the airstrips. During this time the 532d was at its beach defense positions, ready to stop any attempted landings. Tensely every eye strained to study the pattern of the shelling, awaiting indication as to whether it would be turned on the shore line in preparation for an assault landing. Most of it though seemed to be aimed at the airfields.

Unceasing attack by our air forces, however, forced the enemy to withdraw northward and by 0015 all shelling had ceased. It was later reported that the Japanese suffered the loss of three DD's and that one heavy cruiser had been damaged.

The attack and shelling by the Japanese Naval Task Force was not without notable significance to the men of the 532d, for in its combat history the Regiment had now

1570th Heavy Shop Co., 562 Engr. Boat Maint. Bn. Rebuilding a Marine engine. Left to right:
Tec. 4 Ralph L. Baker, Tec. 5 Caleb L. Serrano, Tec. 3 John A. Beri.



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encountered every form of enemy fire, land, sea and air. 26 December 1944 will always be a vivid recollection for 532d personnel.

Simultaneously with these activities in December the Regiment ran several small but important boat missions from San Jose to points North. These missions were mainly of a resupply character and important for observation and patrol purposes.

On U-Day a reconnaissance party of the 532d consisting of Sergeant John McConnell, Corporal George F. Burke of Leadville, Colorado; Corporal Harry Rustay of Phillipsburg, New Jersey; and Private Calvin Transue of South Coffeyville, Oklahoma, moved with an advance detachment of the 503d Paratroopers through kunai grass nine feet high along the tracks of San Jose. Aerial reconnaissance had revealed the tracks and a few cars, but no locomotives. Three hours after H hour this party reached the Roundhouse. They were all old railroad men, who in the heat and sweat of New Guinea had dreamed of the glory of riding the tracks once more. "Better a hundred stops a run for hot boxes than New Guinea and its trials," had been their refrain.

The former Filipino employees of the line met them at the yards and expressed eagerness to cooperate. From these Filipinos they learned that effective sabotage had prevented the Japanese from using the line. Ingeniously they had stripped the locomotives of vital parts and buried them in hidden places around the mill. They had cut down the coils in the telephones and rendered the communications system inoperative. Thus in three years of Japanese occupation scarcely a wheel had moved over the line.

The party learned that there were 43 miles of track; that of equipment there were two 50-ton engines, three 10-ton engines and one tractor engine. In the yard stood four hundred cane cars and six standard cars. The average age of this rolling stock was twenty years. The average daily hauls in the sugar season had been only one hundred tons.

The railway crews of our Shore Party immediately went to work. Ten hours later No. 7's bell clanged and the tractor engine was dispatched to a Signal Corps unit for stringing lines. This was the first time in MacArthur's drive from Port Moresby on the South side of New Guinea that railroad facilities had even been encountered. It took the Amphib railroaders only ten hours to start making use of them.

The next call some hours later came from Caminawit. Roads were in very poor condition and there was urgent need for evacuation of wounded to the San Jose Hospital. Number 9 would have to be dispatched. This was an old German diesel in which the Japanese had attempted to use too heavy a fuel and had clogged the fuel system. The proper oil, however, was still lacking. Pablo Carillo, who had been master mechanic on the line, was consulted. He immediately busied himself with cleaning the fuel system. Other heads grappled with the fuel problem, but the outlook appeared rather hopeless. Suddenly there was an ear-splitting groaning and throbbing and No. 9 moved out of the Roundhouse. Carillo had solved the impossible--No. 9 was operating on coconut oil. Thus the "Coconut Oil Special" started on its first errand of mercy and successfully evacuated seventeen wounded of the Navy Party.

No. 4, a wood burner which had been converted for oil, was the next to go into operation. This old timer made the most memorable runs of the whole operation. Every night it carried wounded up to the San Jose Hospital. Its course was emblazoned across the blacked-out countryside. Being a wood burner it sent up a fifty foot geyser of sparks and rode through the night a pillar of fire, but nonetheless saving for the surgeon precious minutes in his battle for lives. When air alerts and raids came, there was no stopping and blacking out. It had to continue full speed ahead. No one--crew member, nurse or evacuee--will ever forget those mercy trips.

Thereafter activity in the yards doubled. To avoid strafing by enemy planes,

runs were usually made at night as was much of the repair work also. Track repair work was particularly difficult under blackout conditions. In a short period four locomotives, the tractor engine and three hundred and sixty-five cars were in service.

It was a group of former railroad men among 532d personnel who contributed largely to this magnificent achievement. Their combined railroad experience totalled seventy-two years. In that group were Sergeant John McConnell, Corporal George F. Burke, Sergeant John Anderson of Shoshone, Idaho, Corporal Richard Hanson of Bloomington, Indiana and Robert Boal of Denver, Colorado; Privates First Class Carl Dahl, of Sioux City, Iowa, Manuel Lujan of Merced, California, James Diem of Ford Spring, West Virginia and George Baker of Marcola, Oregon; and Privates Albert Peterson of Shelly, Minnesota, Stephen Napp of Bronx, New York, Virgil Chambers of Chipley, Florida, and Private Calvin Transue. To their efforts were added those of some forty other men who had not previously worked on any railroad.

Company "D", under the command of Captain Gerald E. Peterson of Blooming Prairie, Minnesota, was in charge of railroad operations as well as the operation of the machine shop, electric plant, ice plant and water supply of San Jose proper. These utilities serviced all headquarters and dumps situated within the town proper. They were put into operation speedily as had been the railroad. Here, too, the problems were akin. The replacement of worn parts taxed ingenuity. Outstanding in their work in the utilities field were Staff Sergeant Arthur Houghlan, Sergeant John Heddon, Corporal Harry Gates and Privates Panfilio Duenez and Frank Goenkel.

In the month of January major attention and effort were devoted to port and unloading activities. Much air force equipment, supplies, and ammunition had to be handled. White Beach, which had been closed in late December, was again reopened. Many improvements were made on both Blue and White Beaches to facilitate the handling of heavier tonnage. Central control towers, from which Boat, Beach and Signal sections operated, were constructed on both beaches and the coordination of these activities was appreciably improved thereby.

There was a notable increase in traffic borne by the 532d Communications Section. Their blinker tower directed shipping to assigned anchorage and relayed unloading schedules. Radio telephone handled inter-beach messages. Semaphore posts guided small craft unequipped with radio or blinker. Their radio stations handled messages from shore to high echelons. The telephone exchange was intergrated with the San Jose network. The Army and the Navy made the fullest use of this network of communication.

The Boat Battalion operated during the month four important tactical missions, which were chiefly resupply of outlying radar and infantry units. The first of these was to Marinduque Island, which is only twenty miles from the shores of Luzon. All the missions were carried through unfriendly waters, some through waters with treacherous coral reefs, but all craft returned safely. The total boat mileage covered by these missions was 3,752 miles. 532d boats were also employed in assisting five PT boats to refloat after they had run aground on reefs near Mangarin Bay.

On 9 January with the invasion of Lingayan Gulf, Luzon, enemy pressure on Mindoro was relieved. Subsequent to that date there were but few air attacks. For the first time since U-Day personnel were able to enjoy an uninterrupted night's rest. Up to this date the men had assumed posts nightly on the perimeter defenses. Camp installations were solely of a primary character. Practically no tents were erected. The men had been sleeping on cots in the open at their perimeter posts right next to their foxholes. There was little shade from the hot sun and little protection from rains if they came. For-

tunately though, while operations at Leyte were in a sea of mud, Mindoro was in the middle of the dry season.

Immediately after the lifting of enemy pressure much effort was devoted to preparing camp sites and erecting installations. For the first time the men had the opportunity to appreciate the excellence of their location. Pleasant climate and dry weather was in marked contrast to the rain and primal ooze of Leyte. Open, level fields allowed the organization of an athletic program. Adequate ball fields were now available. In truth it can be said that the finest living conditions since arrival overseas were now enjoyed. After its long hard days from Nassau Bay to Leyte and on to Mindoro, it is certain that the men of the 532d deserved a rest and a break on the weather.

Throughout the entire period of the Mindoro operations the Regiment had never had present for operational purposes the full complement of its boat strength. One company had been attached for operational activity to a task force at Ormoc, Leyte and operated along the western shores of Leyte and Samar and to the outlying Camotes Islands and even as far as Masbate.

In March the Boat Battalion participated in two assault missions off Mindoro. The first of these was against Lubang Island. In mid-February a reconnaissance of the island had been made by a small 532d party under the command of Captain (later Major) Jack C. Fuson of St. Joseph, Missouri. At that time offshore soundings were made within sight of the enemy garrison but no fire was encountered. On March 2 when the actual landing was made, it was different. Such heavy offshore fire was received that the 532d LCMs under 1st Lt. Clyde Oakley of Sayville, Long Island, New York had to wait two hours for the enemy to receive a second pasting before the LCMs went in for the landing.

On 12 March three assault landings were made by 532d boat crews under the command of 1st Lt. David B. Bernard of New Haven, Connecticut, on Iliban, Simara Island, and Romblon Island. While at anchorage at Iliban our boats were fired upon by enemy machine gunners. No casualties were inflicted.

Daily throughout the month resupply missions were run to various small islands and outposts on Mindoro and off the coast. And while no unusual incidents were connected with these missions, skilled seamanship and constant vigilance were always in order.

In April Boat Battalion detachments were operating from Mindoro, Romblon Island, Palawan, Leyte, Samar, and Masbate. Company "B" was ordered to Batangas in Southern Luzon for lighterage operations at that newly opened base.

Also in April a Shore Battalion party under direction of a Naval Salvage Officer completed the salvage operations in which they had been engaged since January. The Liberty Ships John C. Clayton and Juan De Fuca both of which had been badly damaged by Jap suicide crash dives in the early days of the Mindoro operation, were made ready for sea. Patches had been welded over holes torn open by torpedoes, keel stiffeners had been installed and bulkheads shored and braced. Our volunteer crew in a new field of endeavor worked for days in bilge water but felt repaid for their effort when the Liberties went back into service. Another evidence of our versatility!

In March 1945 Lt. Colonel Robert J. Kasper, Executive Officer of the 2d Engineer Special Brigade, succeeded Colonel Neilson as Regimental commander. Colonel Neilson went to an engineer job in Luzon. After the April operations the 532d settled down to duties largely routine and made preparation for a period of intensive training and for the Palawan operation. The announcement of VE day in May warmed every heart and brought new hope for an early victory over Japan. Mindoro was to remain as the site of Regimental Headquarters of 532 for almost a year. The men of 532 thus spent more time in Mindoro than at any other station since the formation of the Regiment back in June, 1942.

Chapter XI

On To Corregidor

JUST a little over a month after the successful invasion of Mindoro, we were off again to make another assault—this time on the shores of heavily-fortified Luzon Island. The primary objectives of the Luzon Campaign were the recapture of Manila and Corregidor which had fallen to the Japs on 2 January and 6 May 1942 respectively. The gallant defense of Corregidor by American and Filipino troops under Lieutenant General Jonathan Wainwright will never be forgotten. When it fell, every American soldier, sailor, and marine no matter where he was stationed firmly resolved that someday somehow the stars and stripes would again fly over that island fortress to avenge the honored living and dead who had struggled to their utmost to preserve that symbol of freedom and liberty of the Filipino people.

"On to Corregidor!" became our battle cry. The road back had not been an easy one, but now after two and a half years we were standing on the threshold of the fulfillment of our resolution. Luzon Island, with its bastions of Manila and Corregidor, was our next objective.

Prior to our "official" entry into the Luzon Campaign, troops of General Walter Kruger's Sixth Army were landed on the shores of Lingayen Gulf. In a sense we also participated in that landing because the eight barges of "Lt. Snell's Odyssey" as described in a previous chapter were taken to that beachhead.

The 592d EBSR under the command of Colonel Allen L. Keyes with two attached brigade units, Company A of the 262d Medical Battalion and the 1460 Engineer Maintenance Company of the 562d Engineer Boat Maintenance Battalion, represented the brigade in this campaign by participating in fifteen separate amphibious landings on the shores of Luzon. Vigan, a village on Luzon's northwest coast, was selected as the first point of attack, but in the usual manner this operation was called off just as the regiment had resigned itself to the hustle and bustle of another move. Still in the usual fashion another mission suddenly appeared on the books. The amphibious attack would be made near the barrio of La Paz just north of Subic Bay. After a long-to-be-remembered mad week of hurry and scurry and backbreaking work loading out most of the Task Force and then its tired self, the 592d settled down on 25 January 1945 for a little shipboard rest as they sailed from Leyte to Luzon.

The trip was quite uneventful, for the expected attacks by Jap suicide planes and possibly submarines never materialized. The weather was even in our favor. Time on shipboard was spent in studying charts and air photographs of the beaches and in planning the attack and later shore operations. However, there was still plenty of time left to enjoy the good food, books, and card games.

The famous "Bloodless Landing" on the beaches near the barrio of La Paz on the west coast of Luzon took place on 29 January. At dawn the assault landing craft had been launched from the transports and troops were going over the sides of the big ships and down

the cargo nets. The first wave hit the beach at 0830 and it was with pleasant surprise that the men were greeted with Filipino cheers and American flags instead of expected enemy fire. The men will long remember the deep, coarse, loose sand on Red and Blue Beaches and how the Shore Battalion cursed and groaned dozers into miraculous work until the Navy's eyes popped at the unloading record set up by the 592d in those two hectic days. At La Paz, Colonel Keyes and his Regimental Headquarters were located in the school building in the barrio. The Shore Battalion squatted along the beach, and the Boat Battalion set up camp on the village green. The first look at Luzon was not too discouraging but this stop turned out to be a short one.

A three-day stay in La Paz found the job completed and their next destination was established as "somewhere around Subic Bay." Major Frank L. Mann was dispatched post-haste to choose and lay out the new camp and Captain Seymour G. Lederer of New York City was sent out to reconnoiter the roads and bridges that would be used by his overland convoy in moving to the new area. On the first day of February, as the floating stock of the regiment set out on the cruise to Subic Bay, the Shore Battalion vehicles were formed into convoys and once more the 592d was on the move.

The spot chosen for the new camp had been in peacetime a rifle range operated by the United States Marines. It was located halfway between the towns of Subic and Olongapo on the shores of beautiful Subic Bay. The sloping green hills only a short distance inshore gave the camp area a sort of primeval beauty. The Boat Battalion was camped a short distance away from the rest of the regiment in a cocoanut grove which was their pride and joy. Major Mann had done his work well, and after several days of arguing with the company commanders he even succeeded in getting the messhalls in one straight line. The regiment occupied this camp from February through April, and, since Manila Bay was not yet open, much lighterage work was done at that base. Here the men also got their first real taste of Filipino social life, customs, and, of course, liquor. Visits to the surrounding towns were an almost nightly occurrence. A sure sign that the Amphibs were out of New Guinea at last came when several of the men ventured opinions in favor of marrying and settling down in the Philippines. The stay at Subic Bay was one of the richest periods in the history of the 592d Regiment. It was from this camp that some of the best known missions were run. Only years in the Army can develop the humor with which the boatmen and shore engineers left Subic on the backward trail to La Paz to bring up the supplies and ammunition that they had so recently unloaded at that location. The trials and tribulations of the Boat Battalion with their water taxi service to the ships in the bay, Captain Charles C. Ferrall's nightmarish beachtower in the form of a Chinese pagoda, the "No Labanderas in the Area" sign, and the "on pass" trucks to Manila through Zig-Zag Pass all bring fond memories of old Rifle-range Beach.

The battle for the opening of Manila Bay was now in full swing and on 15 February 1945 the 592d started to contribute its share when the first Task Group "A", which was composed of Companies A and F with attached personnel, moved down to Mariveles at the foot of the famous Bataan peninsula. This group was under the command of Major Henry M. Seipt. The landing at Mariveles was delayed for a few hours because the Jap shore batteries managed to drive off the Navy minesweepers. They were soon silenced by Naval gunfire and the assault continued. Of the six LSMs in the convoy five were loaded with 592d equipment and personnel. On entering the harbor the sixth LSM struck a mine and the resulting explosion killed over forty men and destroyed much valuable equipment. We were fortunate once again in that no Amphibs were on that particular LSM. First Lieutenant Albert Cappelli and his boat wave returning from the beach rescued many of the survivors. T/4 Joseph R. Crummie, Company B, in LCM 713, which was one of the boats in Lt Cappelli's wave, pulled alongside the burning ship and did some outstanding rescue work.

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When the boats finally moved into the beach, the approach proved to be so shallow that the LCMs grounded fifty yards from shore while the LSTs and LSMs were "beached" at the one hundred yard mark. That gave the shore party a real unloading job. The 592d message center personnel did fine work in this operation. The weapons carrier on which their SCR 193 was loaded dropped into an underwater bomb crater just before it reached the beach soaking the radio in salt water. Immediately the radiomen stripped the radio, rinsed the parts in fresh water, dried them out, and soon had the station operating. In spite of this ducking and the fact that the tactical situation necessitated moving the location of the radio station three times in the first two days, the station was closed for a minimum length of time.

On the morning after the Mariveles landing, Task Group "A" sent twenty-five LCMs to participate in the assault on Corregidor. Leaving Mariveles early in the morning they landed parts of the 34th RCT "on the Rock" at 0830. The value of right living was well shown on this job because the opposition and obstacles were never tougher. All waves encountered heavy machine gun fire from the caves along the beach and many hits were scored on our LCMs. One barge turned up with forty-eight bullet holes in her hull, but only one below the waterline. T/4 Joseph Kaplan of Richmond Hill, New York, was shot in the stomach and died the next day. Five other boatmen were wounded but fortunately all survived.

The Navy did not know whether or not LSMs could land on Black Beach on Corregidor, so Colonel Keyes offered to take in the crash boat "Cotuit" (now the "Sweeney") and find out. 1st Lt Paul C. K. Smith of New York City was at the helm during the reconnaissance. Criss-cross machine gun and small arms fire from the beach raked their course, but T/4 Thomas Benedict of Bay City, Texas, flanked by Colonel Keyes and Lt Colonel Tucker, stood on the bow casting the leadline and they got in and out again with the desired information. T/4 Robert Collins of East Hampton, New York, and T/5 Howard B. Calkins of Bangor, Maine, were at their twin fifties during the run.

The Shore Party on Corregidor also did a wonderful piece of work. An example of the beach conditions on Corregidor may be seen from the work of Sergeant Ira E. Reed, Company F, of Kerns, Virginia. Under the flanking fire from small arms and machine guns which were located in caves on either side of the beach, Sergeant Reed was directing his men in their task of unloading bulk stores and vehicles from the landing craft. They did not seem to be making much progress, for the heavy water distillation units and other trailers without prime movers were presenting a particularly difficult problem.

"If we only had a bulldozer," he said to himself, "we could get those things off of there in jig time."

He looked up and down the beach. All the other dozers seemed to be busy. Then he spotted one that was apparently idle. He was in luck, but look where it was—Fully exposed to enemy fire and in the middle of a minefield where six other vehicles lay in wreckage sat the dozer. Maybe he could get it out and maybe not. He felt it was worth the try. Picking his way across the mine-strewn beach, he was subjected to a renewed burst of enemy fire, but that did not faze him. Reaching the dozer, he climbed aboard and as rapidly as possible he got it started and withdrew to the beach. With the help of this equipment the unloading was speeded up and the landing craft were able to retract a short while later.

As all waves came into the beach they were riddled with enemy machine gun bullets from the left flank. The beach itself seemed to be exploding as vehicles unloading from the LCMs set off land mines buried in the sand. LCM 474 of the first wave ran into trouble on the beach when the crew could not raise the ramp. They were having difficulty trying to back out of range when T/4 Clyde Hyatt, Company A, coxswain of LCM 685 in the second wave spotted the distressed barge. In spite of the heavy enemy fire, Sergeant Hyatt moved in and took the disabled boat in tow getting it safely out to the maintenance barge.

The trials and tribulations of being an Amphibian were again well illustrated when the fifth wave hit Black Beach. On the approach to the beach the boats were running parallel to a high rocky cliff which extended out for about seven hundred yards. LCM 734 was the left flank boat and was an ideal target for the Jap machine gunners. By the time 734 hit the beach there were several holes in her hull and some of the infantrymen in the well deck had been wounded. There were land explosions on the beach as vehicles coming off the boats hit land mines and blew up. The coxswain of 734 called repeatedly for the vehicles on his boat to unload but neither of the two jeeps moved. Apparently the driver of the first jeep had been hit because he could not be found. Pfc Robert J. Meheran, Company A, Hartford, Connecticut, was still at his post behind the twin fifties, but realizing that his boat was blocking the narrow beach and endangering lives, he jumped into the first jeep and drove it off the ramp. Returning to the ramp he was thrown to the ground and wounded by a terrific explosion behind him. The driver of the second jeep had hit a land mine. Both vehicles and the other driver were blown up in the explosion.

T/4 Gerard Cavan, Hq Co Shore Battalion, of Wilkes-Barre, Pennsylvania, had charge of the Communications Section for the Shore Party which landed on Corregidor. Though under intermittent rifle and automatic weapon fire from well concealed enemy positions surrounding the small beachhead, the party immediately opened up in the 610 radio net and stayed in twenty-four hour contact with Mariveles for the duration of the operation. T/5 Frederick H. O'Neil, also of Hq Co Shore Battalion, of Binghamton, New York, was killed by enemy fire on the second day and for thirty-six hours, Sergeant Cavan operated the radio until another relief operator could be sent over from Mariveles.

It was soon after the landings on Corregidor that Lt Colonel Tucker and his Survey Unit had all their fun. Late in February the unit was proceeding to Orani to survey the harbor there. About a mile from Corregidor they picked up a Jap who was floating around on a log. The Jap, upon being searched, struck T/3 Glenn Cornett, Hq Co Boat Battalion, of Anco, Kentucky, several jui jitsu blows. Cornett quickly "subdued" the Jap and the party proceeded.

About noontime the survey party observed a long canoe-type boat which was trying to avoid mortar fire from shore. It looked like an enemy barge, so Lt Colonel Tucker, T/3 Robert E. Rhodes, Company B, of San Francisco, California, and T/5 John F. Buggie, also of Company B and from St. Joseph, Michigan, attacked the boat in their LCVP. Five Japs jumped into the sea but the remaining occupants continued to fire at the oncoming LCVP. These five were picked up and the battle suddenly ended when the other Japs destroyed themselves with two hand grenades.

On the way back to Mariveles this same party found three Japs on a raft off Pilar. The Japs refused to surrender and, since ammunition was getting a bit low, the problem was solved by ramming the raft with the LCVP. Only one Jap rose to the surface—and he did not live long. They next sighted twenty Japs swimming in the sea about a mile off Corregidor. These Japs were "rescued" with comparative ease. Colonel Tucker and his party returned to Mariveles with a total of twenty-six prisoners to show for their day's work.

On 25 February two of our LCMs were swinging around Corregidor when they saw a smoke grenade go off in the vicinity of Wheeler Point on the "Rock". Since this was a prearranged signal for distress, the boats moved shoreward to look over the situation. They found a paratroop patrol fighting furiously but pinned on the beach which offered little protection from the heavy machine gun fire coming from the heavy brush and caves on Wheeler Point. One LCM headed full steam for the beach while the other remained off-shore to cover her approach. By this time the enemy fire was now directed at both barges as well as at the patrol on the beach. The shoreward bound LCM under the direction

of T/5 Stanley Jarris of Beacon, New York, made its way through water infested with niggerheads and with partially submerged rock reefs. Then it happened. A heavy swell lifted the barge and dropped it fast on a jagged rock. The other LCM of Company A, crewed by T/4 Raymond E. Enos of Cudahy, Wisconsin, Pfc Paul T. Clifford of Oil City, Pennsylvania, T/5 Hershel W. Hall of Jackhorn, Kentucky, and T/5 Jordon C. White of Texarkana, Texas, moved in under concentrated enemy fire and pulled the damaged craft off the rock. Its bilge pump kept it up. Then both boats went ashore and hastily took aboard the besieged paratroopers, well and wounded, and got off the beach successfully.

The fight for Corregidor continued for a few more days until finally all enemy resistance was overcome. One objective of the Luzon Campaign had been accomplished—the stars and stripes were again flying over Corregidor. The detachment of the 592d Boat and Shore Regiment that had performed so admirably in the capture of that fortress was awarded by direction of the President a Unit Citation on 8 May 1945. "Their magnificent courage, tenacity, and gallantry avenged the victims of Corregidor of 1942, and achieved a significant victory for the United States Army." This was the Brigade's third Presidential Unit Citation, an honor of which every brigade member will be forever proud.

While the main body of the 592d Regiment was engaged in the Luzon area, Company C of that regiment was completing its missions around Ormoc, Leyte. They had had a pretty rugged going in that area and as a result of losses over a period of time were running short of officers. However the Brigade got orders to prepare this boat unit for a landing with the 11th Airborne Division at Nasugbu on the west coast of Luzon south of Manila Bay. 1st Lieutenant John H. Kavanaugh was placed in command of the first echelon of Company C to head for Luzon. This echelon of 21 LCMs in convoy with six FS boats, two destroyers, and three subchasers left Mindoro on 3 February and arrived at Nasugbu in Batangas Province on Luzon the next day. They found a good anchorage near the Wawa River Estuary and bivouaced there. At Nasugbu the detachment was attached to the 11th Airborne Division. The remainder of the company under the command of 1st Lt (later Captain) Kenneth R. MacKaig followed, arriving on 10 February. Their work at Nasugbu consisted primarily in the unloading of FS boats but their chief pastime was the capture of Jap Q-Boats. On St. Valentine's Day the Nips staged a Q-Boat attack on the C Company anchorage, but, expecting something of this sort, Lt MacKaig had previously constructed log booms which proved to be a bit too rugged for the plywood boats. During their stay at Nasugbu Company C ran up its total of captured Q-Boats to seven. Since some of them were in pretty fair shape, Q-Boat racing became one of their favorite sports.

One of the many incidents at Nasugbu will live a long time in the minds of the men of that detachment. On the night of 20 February a Spanish landowner from the district came to the Company C bivouac area and asked Lt MacKaig, the Company Commander, if he would send boats to the town of Calatagan some forty miles to the south. It seems that that barrio had long been a refuge for a large number of white people who had fled from Manila to escape the oppressive rule of the Japs. They had drifted south and settled in this sleepy peaceful countryside barrio that was in peacetime a favorite resort by virtue of its location in the center of a hunting preserve. The landowner said that his men had reported to him that the Japs in that area had orders to kill all white people on sight and that already the search was on. He added that his aged mother was in the apparently doomed group and also that attempts by Yank forces and guerillas to pass the Jap road-blocks had failed. Unless help from the sea could be rushed to them immediately, they would surely be annihilated.

A few days later on the 25th of February a strange 592d rescue convoy set out from Nasugbu. Lieutenant MacKaig was leading in the control boat, the "P-9", which was a

veteran of many an assault landing. Next were two LCMs equipped with extra life jackets, rations, water, litters, and medical aid men. The "Susfu Maru", a flak LCM under the command of Lieutenant Kavanaugh and the rocket LCM 292 under 1st Lieutenant (later Captain) Edwin T. Stevenson trailed along behind for rear protection. Picked riflemen were on each LCM to take care of sniper or Q-Boat attack. A Filipino courier had been dispatched the previous day with instructions to the civilians. Utmost secrecy was necessary for obvious reasons. A large American flag was to be waved on shore if the civilians were ready and plans had not been discovered. The civilians were to stay bunched together and sightseers kept away so as to allow greater freedom of fire from our weapons.

As the convoy approached the stricken area they could easily discern a small group of white people on the beach wildly waving the American flag. The coast was clear. Quickly the craft disposed themselves according to prearranged plans. The "Susfu Maru" and the rocket LCM took up positions covering the approaches of a long winding channel, for enemy machine guns were known to have been set up along these approaches. 1st Lieutenant Joseph J. Blumberg of Queens Village, New York, then maneuvered his LCM through the narrow reef-studded channel while the second LCM was sent out beyond the range of small arms fire to stand by as the safety boat. The picket boat moved back and forth directing all movement by radio and ready to add her fire to any critical spot. All men and officers literally held their breaths while Lt. Blumberg's LCM made the channel at dead slow speed. She was just a sitting duck with no room to maneuver in case of attack. The beach was finally made without a shot being fired, the ramp lowered, and the refugees entered the barge among scenes that will never be forgotten.

Aboard the first LCM was a man we shall call "Colonel Mac". He was a member of General MacArthur's Staff and had been evacuated from Corregidor before its capture by the Japs in 1942. Colonel Mac's wife was among the group of refugees and he was standing on the catwalk near the ramp eagerly searching the crowd when he saw his wife smiling at him. For three long years they had waited for that day. Meanwhile, people of all nationalities quickly came aboard. Instead of the expected fifty people there were ninety, so Lt James E. Klug went in with the second LCM and picked up the remainder.

Still amazed at receiving no fire and by way of celebration, Lt Kavanaugh and the crewmen on his "Susfu Maru" fired a few rounds at a Jap lugger stranded on a reef and set her afire. In the meantime Lt Stevenson and his crew shot up and set ablaze two Jap Q-Boats. While this was going on, the civilians held their own celebration with the rations, especially the canned cheese which they had not tasted in several years.

It was later discovered that the Japs did have positions on all approaches to the beachhead but had taken off when they saw the landing craft heading into shore. They had flashed the word that an assault landing was being staged and, mindful of the bombardment that accompanies most of the Yank landings, the Jap Headquarters had even moved their CP further into the hills in an effort to hide from the hated Yanks.

The great versatility of Amphibians was never shown to better advantage than by the varied activities of the 592d Task Group at Legaspi on the southeastern tip of Luzon. This was another city in the province of Batangas which fell under the spell of the 592d. On April Fool's Day of 1945, Major Henry M. Seipt and his force composed of Company D and one platoon from B Company landed the 158th RCT and again found the Japs a minus quantity. Soon after they landed, the group got the job of salvaging and operating the remains of the old Legaspi-Manila Railroad. 1st Lieutenant Frank Trumbly of Burbank, Oklahoma, was Operations Officer in charge of the new enterprise. With fourteen men to help him, Lieutenant Trumbly began the job with little or no experience, one questionable locomotive, a twisted track studded with bomb craters and small rolling stock of

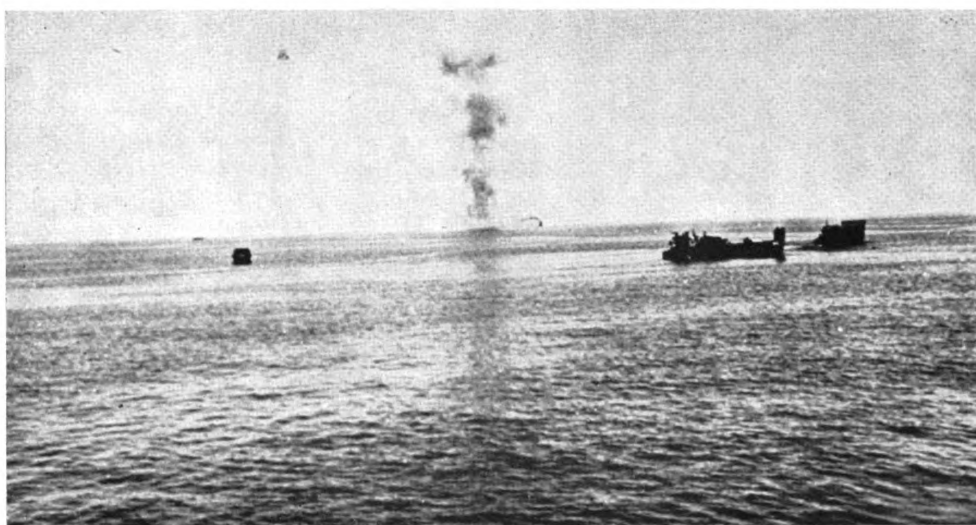
ancient and battered cars. Staff Sergeant Alex G. Smith of Elgin, Texas, was able to round up a working crew of two hundred Filipinos who had at least seen a railroad before and with Company D men supervising the job, ties and rails were salvaged from sidings to repair the main line. Dilapidated cars and the tired old engine were repaired. In less than a month the line was operating over a distance of forty-two miles. The inaugural run was almost ruined by a group of snipers. The train was derailed on the second trip right in the middle of a skirmish with a by-passed pocket of Japs. Somehow the boys got it back on the track and beat a hasty retreat. "Seipt's Short Line Serving Southern Luzon" finally consisted of an engine and tender, a hospital coach, capable of accommodating fifty litter patients and a hundred walking wounded, a reefer car for perishables, a caboose unbelievably equipped with a kitchen, and forty flat cars. Men from Company D operated the railroad. Pfc Willie L. Ballowe of Richmond, Virginia, was the engineer. Corporal Warren G. Keough of Turtle Creek, Pennsylvania, and Pfc Harry F. Canese from Brooklyn, New York, were dispatchers. The railroad even boasted a stationmaster in the form of Private Michael Fitzsimmons of Brooklyn, New York. Everyone said that with a Brooklyn dispatcher and stationmaster the "Short Line" could not help but be a howling success.

The second versatile move came when the Amphibians became field Artillerymen to help out the 158th RCT. Out of the estimated enemy garrison of eight thousand troops stationed around Legaspi, the majority were either killed or had been pushed from the area. However, about fifteen hundred of them were caught in a basin at the top of

Caballo Island, Luzon, Philippine Islands. 28 March 1945. Co. "A", 592 EBSR, LCM lands infantry on rock-bound beach of Jap held island.



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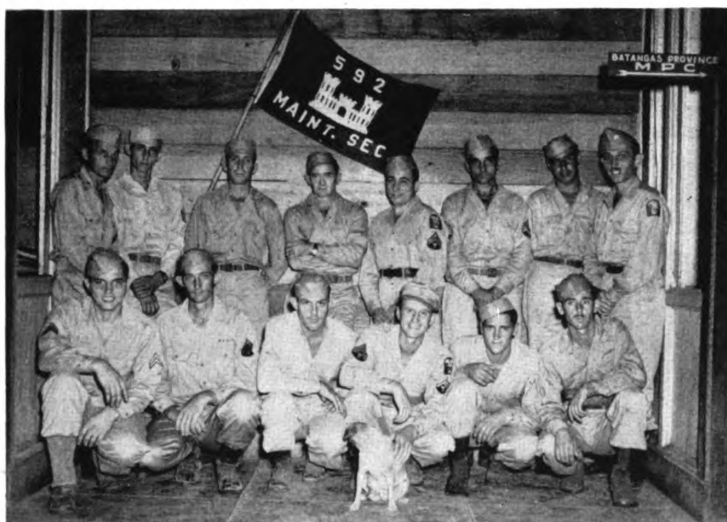
Ft. Drum (El Fraile Island) Manila Bay, Luzon, Philippine Islands. 13 April 1945. Fort Drum, the "concrete battleship", going up in smoke. Flame oil was pumped into the Fort from LCMs of Co. "A", 592 EBSR, and then ignited by incendiary grenades.

the heights just behind the town and were surrounded before they could escape. But as often happens in such cases, the catch provided a first class problem. Hiding down in a natural depression, the Japs were safe from direct observation and the rim of hills around them provided protection from flat trajectory artillery fire. The Commanding Officer of the 158th had been very much impressed by the firepower put out by the rocket LCM at the time of the initial landing. He recalled all the hell they were able to raise and wistfully remarked, thinking aloud, how nice it would be if the Japs were within range of the boats. As that was not possible the next best thing was to take the rockets to them. By working feverishly all day on the 10th of April the maintenance men were able to remove three rocket launchers from the rocket LCM and weld them on the bed of a weapons carrier truck. The contraption was test fired and, except for the backflash setting off the dry grass at the rear of the truck, was pronounced satisfactory. Master Sergeant Frank C. Holton of Richmond, Virginia, Private Bertram E. Higgins of Philadelphia, Pennsylvania, and Private Leroy Stephens of Indiana, all of Hq Co Boat Battalion, were detailed as a crew for the new weapon. Loading up the racks, and with a reload behind in a trailer, the Amphibians took to the hills. After marking it out on the map and scouting it in a jeep, the men pulled into their first position and set up for business. Private Higgins pressed the switch and the first batch of thirty-six rockets went sailing over the coconut trees into the Jap retreat. During the next thirty days they made several trips and fired a total of over six hundred rockets. An indication of their effectiveness was given by a Jap lieutenant who was captured on 7 May just a few days before the occupation was completed. According to him a whole platoon including the officer in charge was wiped out the day before by what they thought was mortar fire, when they left cover to scout out an escape from the pocket. But the 158th RCT had fired no mortars that day and the 592d men had delivered an especially heavy rocket load.

Meanwhile the Task Group was continuing to run daily and nightly missions around the Legaspi area. On one occasion they took a mission to Libog to evacuate an infantry platoon. They encountered no opposition but did hit some Jap underwater obstacles consisting of barbed wire and poles. Luckily the resulting damage was negligible and every



Batangas, Luzon, Philippine Islands. May 1945. Men of Regimental Headquarters, 592 EBSR.



Batangas, Luzon, Philippine Islands. May 1945. Officers and men of the 592 EBSR Motor Maintenance Section.

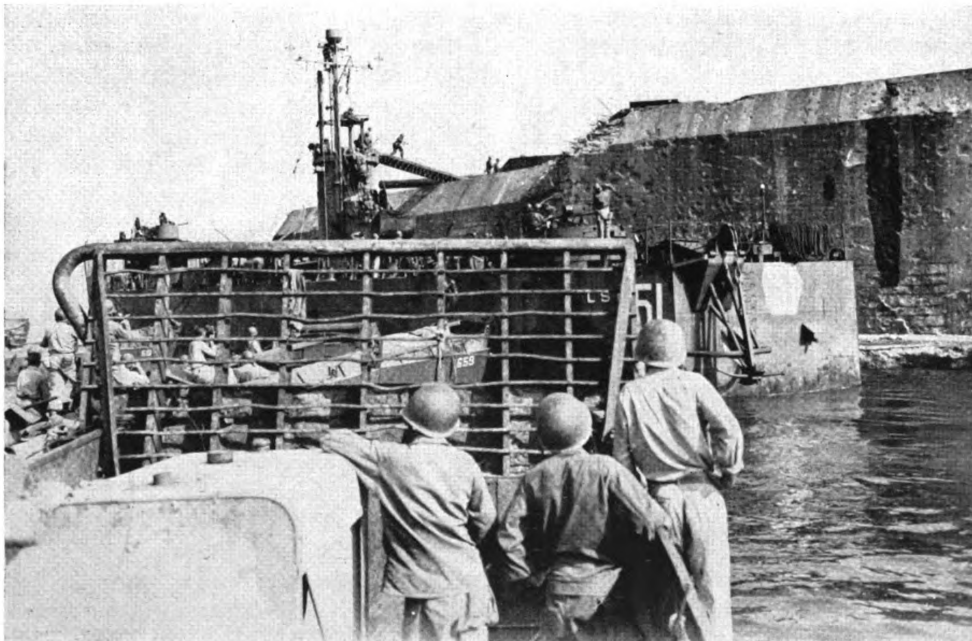


Batangas, Luzon, Philippine Islands. May 1945. Officers of the 592 Engineer Boat and Shore Regiment.

mission was successfully completed. Later dates saw assault landings at Rapu-Rapu, Karoghog, Batan Island, and at Bulan so the men managed to keep busy with very little trouble.

On 27 March 1945 Company A took a crack at Caballo Island which lay a short distance from Corregidor and more or less a guardian of the entrance to Manila Harbor. Caballo Island, in the usual Japanese fashion, was honeycombed with caves and tunnels and because of this the American troops were on the 3rd of April completely stalemated in their attempts to get the Japs out of the recesses in the island's surface. The success of the operation hinged upon the construction of a super-flamethrower. Again the 592d was called upon. LCM 503 was chosen for the task and work was quickly started on her. Fuel tanks were installed giving the LCM a capacity of thirty-four hundred gallons. Along with this a powerful pump capable of throwing five hundred gallons a minute was secured and connected to the tanks. The tanks were filled with a mixture of three-quarters diesel fuel and one-quarter gasoline. At 0815 on 5 April the Task Group landed on George Beach directly under the cliff on Caballo Island. The engineers started to work and by 1300 that day had laid eight hundred feet of four-inch pipe to a height of 175 feet from the barge up and over the cliff. The Japs on Caballo were firing mortars and sniping at the boat all the time it was on the beach. The sea was rough and the beach rocky, but in spite of these conditions and the Japanese fire, the LCM was held on the beach without once breaking the pipeline. On the first day twenty-three hundred gallons of mixed fuel was pumped into a cave. This was ignited by an incendiary grenade and the resulting explosion showered the LCM with debris from the cliff. On the second day a similar performance was staged. But on the third day, six thousand gallons of fuel were pumped into an opening and a larger demolition charge was used. When this exploded, it blew up a hidden Jap ammunition dump and the resulting explosion practically tore the cliff apart.

Landing engineers on Fort Drum to lay hose to pump from flame throwing LCM.



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Bantangas, Luzon, Philippine Islands. April 1945. Shows beach operated by 592 EBSR for the Base. Shore Engineers direct unloading Boat Battalion LCMs.

The assault on Fort Drum in the middle of April gave the Amphibians another chance to show their warts. Fort Drum, erected on El Fraile Island, was a huge battleship-shaped concrete fort in Manila Bay and getting the Japs out of it looked like an almost impossible task. An LSM was furnished by the Navy and a swinging ramp was erected on top of the conning tower to serve as a bridge to Fort Drum. Thus the engineers were able to board the fort like the pirates of old boarding a prize. One LCM was chosen for a stand-by boat while four LCVPs were assigned the task of holding the LSM and another LCM equipped with fuel tanks and pump against the fort while operations were under way. The plan of attack called for the lowering of a five-hundred pound charge of TNT with a half-hour fuse into the fort and then have the LCM pump fuel into the fort while the fuse was burning. The hose was laid without much trouble, the charge placed in the fort and the fuse ignited. The sea was, as usual, rough and the crew of the LCM was trying to assist the LSM so that she would not smash her bow on the fort. At the same time they were trying to hold the pipeline in place. As soon as the fuse on the five-hundred pound charge was ignited, pumping of the fuel into the fort was started. Then the fuel line broke! A man was immediately sent up to cut the fuse and the line was hauled back into the LCM for repair. When the pipe was relaid and the fuse relighted, pumping operations began anew. However, the accidental rupture of the fuel line had necessitated the cutting of about ten minutes of the burning time from the fuse line. Now speed was of paramount importance. The LSM recalled all the infantrymen from the fort and withdrew, but the LCM stayed up against the fort and pumped her tanks dry before leaving. She pulled away as rapidly as possible but was only about four hundred yards away when the fort blew up. Two days later the concrete of the fort was still so hot that no reconnaissance could be made. The crewmen of LCM 503 that carried out this operation were T/4 William

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Griffin of Centerville, Alabama, as coxswain; T/5 Robert Holmes of Mount Lebanon, Pennsylvania, engineer; and Pfc John W. Chaffe of Richfort, Vermont, seaman-gunner. The fourth member of the crew, T/5 Rex Hammond of Columbia, South Dakota, had been hospitalized on Corregidor after the first day on Caballo Island where this same LCM was used.

The 592d was then assigned the task of landing the 151st Infantry Regiment on Carabao Island at the entrance to Manila Bay and just a short distance from Corregidor. There was no beach on Carabao Island. At the spot chosen for the landing there was a concrete seawall ten feet high and six feet thick. The plan called for the breaching of the seawall before the landing. The boatmen of Company A stationed at Subic Bay drew this mission. Three days prior to the assault they landed artillerymen on selected positions along the south shore of Manila Bay from which point they could lay harrassing fire on Carabao Island and contribute to the pre-invasion bombardment on the day of the landing. When that day arrived, the island was first bombed and strafed by medium bombers while the cruiser Phoenix, two destroyers, and two infantry landing craft with rocket launchers shelled the seawall and the facing cliffs. 1st Lieutenant Minton Clute of Detroit, Michigan, took the first wave into the beach at 0930 and found that the seawall had been breached but that the beach was not suitable for vehicles. Opposition to the landing was light but a tremendous explosion of unknown origin occurred about an hour later causing many casualties. The troop commander ashore requested an LCM to make a reconnaissance of the southern part of the island and to investigate waterline caves. 1st Lieutenant Thomas Stafford of Charleston, South Carolina, and Sergeant Norbett Van Graafeland of Spenceport, New York, volunteered to take two LCMs for the job. They made a complete circle around the island and approached to within twenty yards of the cave entrances without drawing enemy fire. Carabao Island was soon in American hands.

The 592d's "Inland Navy" should not be forgotten in recalling those days on Luzon. "Laguna de Bay" is a large freshwater lake lying southwestward of Manila Bay with which it is connected by the Pasig River. This lake was the center of operations for two units of the 592d. The southern part of Laguna de Bay was under the control of General Griswold's XIV Corps. After attempts to clean out the Japs from the shores and islands of the lake proved difficult by land, the 592d was called upon to supply an "inland Navy." Ponton bridges across the Pasig River prevented the entrance of even small boats, so the LCVPs chosen for the operation had to be taken overland on huge trailers and launched in the lake. 1st Lieutenant James Amory of Hilton, Virginia, had six LCVPs operating under XIV Corps while 1st Lieutenant Albert Gappelli of Providence, Rhode Island, had four LCVPs in operation under General Swift's XI Corps. Both detachments did invaluable work running patrols and combat missions to various points around the shores and on the islands of Laguna de Bay.

In March of 1945 a task group was organized to move to Batangas on Southern Luzon to help establish a new base. This group consisted of Company C which was at Nasugbu and Company E which was stationed at Subic Bay. The task group was under the command of Major Rex K. Shaul. Company E with Major Shaul left Rifle-range Beach and proceeded to Nasugbu where they rested for a few days prior to moving on to Batangas. When the whole group finally arrived at their destination, work was started once again. The boat company provided lighterage and ran some combat missions while the shore company constructed roads and supply dumps. 1st Lieutenant John Kentzel of San Francisco, California, earned undying fame at Batangas in his position as labor king and mayor of the town.

By the middle of May most of the 592d Regiment had moved to the city of

Batangas—that "garden spot of the Philippines." Major Frank L. Mann had left the regiment for assignment to the Amphibious Training Command and his Subic Bay detachment of Companies A and F were once more back in the regimental fold. Colonel Keyes returned to the United States for a well deserved rest and Lt Colonel Kaplan assumed command of the regiment. For the first time in more than two years it looked as though the regiment was in for a relatively long spell of inactivity, so Colonel Kaplan made an all-out effort to make living conditions as pleasant as possible. In preparation for the rainy season all tents were given bamboo floors and frames, while drainage ditches and duck walks were laid throughout the area. Clubs were constructed for both officers and enlisted men. Dances, movies, and occasional USO shows provided them with adequate entertainment.

But even during this period of relative ease the 592d was not completely out of action, because part of Company B was still conducting missions along the southern shore of Luzon between Batangas and Legaspi. They had a detachment at Guinayangan and from there made the first landing at Pasacao after which resupply missions were run between the two places. This detachment moved back to Legaspi, but on the 15th of May moved again from Legaspi to Mauban. After the fall of Manila portions of the Japanese Army fighting there with a particularly large number of "attached" personnel including Formosan and Korean slave laborers, retreated in a more or less orderly fashion south and east into the mountains and rougher country which offered better protection. Since there were no overland roads, the best approach to these Jap remnants was by sea. This was a made-to-order job for the Amphibians. Part of Company B with their LCMs and a rocket boat were sent from Legaspi to perform it.

The Japanese forces were holed up in the barren mountains south of Dingalen Bay and were a mixture of Jap regulars with some Jap civilian workers and a great many Formosan and Korean "slave" laborers. Our LCMs worked as far north as Infanta, 300 miles up from Legaspi.

There was good evidence that the non-military part of the enemy population wanted to surrender but were held back by the military command. The 592d found itself engaged for the first time in a new type of warfare—psychological. This consisted of the installation of a high volume loudspeaker on the side of an LCM which was to cruise up and down the coast for a distance of about forty miles going just as close to shore as they safely could. From the barge an American Neisi interpreter talked to the surrounded Japs. He urged them to surrender and explained just how it could be accomplished. This novel idea could not be considered a tremendous success for only a few women succumbed to the wiles of the loudspeaker. In dealing with the Japs it seems that bullets speak louder than words.

With the completion of their fifteen combat landings and the retreat of the Japs into the hills, the 592d's job on Luzon was finished. What they had set out to accomplish was done. Corregidor had been recaptured and Manila was once again under American control. But the war was not yet over. Ahead of the American Army lay their one last objective on the road to Tokyo—the Imperial City itself.

Until that invasion would take place the 592d EBSR, Brigade Headquarters, and the 287th Signal Company waited on Luzon; the 532d EBSR on Panay; the 542d EBSR on Cebu; and still on Leyte the remaining elements of the brigade including the Quartermaster Headquarters and Headquarters Company, the 162d Ordnance Maintenance Company, the 262d Medical Battalion, and the 562d Engineer Boat Maintenance Battalion. Everyone wondered what would happen next.

Chapter XII

The Victor Operations

AS soon as the Sixth Army was well established in Luzon, the Eighth Army under General Eichelberger was launched on the so called Victor series of operations, the aim of which was to mop up the major islands bordering the Visayan Sea in the heart of the Philippines. Some of these islands were known to have been held very strongly by the Japs. We were able to obtain considerable information as to the Jap troop disposition and installations from Filipino guerillas, but, of course, there were certain areas in which no Filipinos were allowed. These areas might be heavily mined and, in fact, some were.

These Victor operations were to consist of major landings on Palawan, Panay, Mindanao and Cebu, but with many lesser landings on neighboring islands. These were exactly the type of operations for which the Brigade had been designed. If we had not already justified our existence in the New Guinea operations, we certainly did in accomplishing all of them all successfully in the Philippine operations.

The first one of the Victor operations was assigned to the 532d Regiment. The objective was the liberation of Palawan, an island of the Philippine group in the Sulu Sea, less than one hundred miles north of British North Borneo. Palawan is no small island. It stretches out over 200 miles. The interior is very mountainous and is fringed by coral reefs like New Guinea rather than with open beaches as at Leyte.

A provisional battalion task group consisting of Company A and Company F, with a medical detachment from the 532d Regiment and a boat maintenance detachment from the 562d Engineer Boat Maintenance Battalion, was detailed for the operation under the command of Major Michael J. Reichel of San Jose, California. The 41st Division, whom we were to support, were old friends of our and brought back memories of Nassau Bay, Hollandia, and other historic spots. Prior to embarkation Captain Francis X. Popper of Chicago, Illinois, attached to us from the Coast and Geodetic Survey, made an aerial reconnaissance of the proposed landing site and a small reconnaissance party under the command of Captain Bernard R. Huetter Jr. of San Francisco, California, surveyed the beaches and the adjacent shore in preparation for the operation.

In the mid-morning of 28 February the landing was made without enemy opposition on three beaches near Puerto Princesa, Palawan. General Heavey observed the landing from the air with Genral Eichelberger, Eighth Army Commander, in the latter's B-17. Colonel Neilson, who had accompanied the Task Force as an observer, Major Reichel and other members of the shore party actually reached and entered the town of Puerto Princesa before the combat troops arrived. When the infantry arrived, a welcoming committee of Amphibs greeted them.

Within a short time the 532d Task Group had the beach and port in operation and supplies were moving into the base in quick order. In the town our engineers also

cleaned up the wreckage which had been caused by our air bombings preliminary to the landing.

In spite of the poor weather often prevailing and frequent rough seas, various minor boat missions were run to different places on the island. Due to heavy seas on a 200-mile round trip to Sir John Brooks Point on 14 March, one LCM being towed by an LSM was lost. Seven days later another LCM was lost in the same way while enroute to Ulugan Bay. Luckily no men were lost on either occasion.

The mission to Ulugan Bay was a 500-mile round trip, all of it being made in the open waters of the Sulu and South China seas. This was the longest open water trip made by our craft in Philippine waters and is worthy of mention because our boats ran into the highest seas and winds they had ever encountered. The fact that we lost only one boat and no lives at all speaks well for the work of our boatmen and the naval vessels conveying us.

The 532d group at Palawan was called upon to support a landing of the 186th Infantry on Busuanga, a small island northeast of Palawan. The 532d group was somewhat different than usual in that it used no landing craft but only DUKWs, carried to the Far Shore in LSTs. The loaded DUKWs were launched at sea down the LST ramps. The landing was made without any unusual incident on 9 April. The DUKWs were used for patrol purposes both in the waters along the shore and inland. On 17 April the US forces left the island after destroying all Jap resistance.

The Palawan operation was neither difficult nor dangerous, but it was vital to control of the South China Sea. The Regimental Task Force furnished the same supervision, functions and operations that it had executed on Mindoro. In addition to supervision of all port activity, the 532d Shore Unit erected beach installations, cleared dump sites, constructed or improved roads and made certain necessary clearances in the town proper. In due course Puerto Princesa became quite an air base for local, tactical, patrol and observation missions. From there planes bombed Borneo and China.

OTHER VISAYAN OPERATIONS

The rest of the Visayan campaign was handled by the 542d Engineer Boat and Shore Regiment. This regiment, under Colonel B. C. Fowlkes Jr., had made the hot landings at Wakde and Biak in mid-1944. There it underwent many enemy strafing and bombing attacks. Several months of routine duties followed the overcoming of the Japs. They built a model camp on the coral-cliffed and reef-fringed island of Biak where the regiment had made its hardest combat landing. The men got a well-earned break and time to recuperate and rehabilitate. A lucky few even got furloughs to Australia.

We have already read that Company A of the 542d had moved to the Philippines, moving with 50 LCMs in Navy LSDs from Hollandia to Leyte. Beginning in December 1944 the balance of the regiment moved unit by unit, by water and by air, to assemble at Leyte. Some entire boat crews were flown from Biak to Leyte to man new LCMs delivered at Leyte direct from the States. Others made the long trip from Milne Bay at the tip of British New Guinea to Hollandia in LCMs assembled at the boat plant. There they were deck-loaded on Liberty Ships or embarked in Navy LSDs for the 1200 mile trip on to Leyte.

Ahead of the regiment lay the Visayan campaign, the recapture of the central islands of the Philippines—Cebu with the second largest city of the commonwealth, Negros, Panay, Bohol, and a flanking assault on the northern coast of Mindanao.

But before even the planning phases of the Visayan campaign began, the 542d plunged into the task of operating the Red and White landing beaches near Tacloban, on Leyte, where thousands of tons of supplies and thousands of men poured over the beach

to support the fighting against the Japs making their last stand in the Ormoc corridor on the western side of Leyte.

Taking over gradually from elements of the 532d and 592d, the 542d's Shore Battalion operated discharge and loading facilities on the two beaches. While the Boat Battalion discharged ships in the stream and ran resupply, patrol, and reconnaissance missions for the infantry and guerrillas on Samar and smaller islands in the approaches to Leyte.

In January came the regiment's first action against the Japanese in the Philippines when three LCMs of Company A were assigned to the 381st Infantry for patrol and reconnaissance on the southern coast of Samar island. These LCMs, on the morning of January 27, 1945, stood off St. Margarita village and shelled concentrations of Japanese troops there with 37-mm cannon and mortars mounted in the landing craft. Later reports from guerrillas and air observers stated the bombardment accounted for approximately 240 of the enemy—180 killed and 60 wounded. Our casualties were none.

Company A boatmen swung into the tactical picture in greater strength when on February 18 fifteen LCMs took aboard a reinforced battalion of the Americal Division, veterans of the Solomons, for a combat assault mission against Japanese installations on the northwest coast of Samar and the islands of Capul and Biri, which controlled a part of the vital San Bernardino strait, the main shipping route leading north to Luzon.

On the 19th of February the mission to land on Capul island left the LCM convoy and hit the shore at Capul village after an air attack by four Corsairs. A very bad beach, filled with coral heads, awaited the landing craft, but enemy opposition was light with some knee mortars and small arms fire coming from Japanese on the right flank of the beach.

Meanwhile the rest of the convoy proceeded to the town of Allen, on the Samar coast above Capul, and landed there without opposition to find a ghost town in which no one had lived since 1942 when its inhabitants had fled the threat of Japanese occupation.

From Allen on the 20th of February 1st Lt Reuben F. Thomas, the mission leader, of Little Rock, Arkansas, and Staff Sergeant Ralph W. Chambers of Pennsville, New Jersey, first wave leader, loaded their five LCMs with Company C, 182d Infantry, for the landing on Biri island, an assault which proved to be as bitterly contested in its few brief minutes as the bloody landing at Wakde island, Dutch New Guinea, which won Company A of the 542d the Presidential Citation as a Distinguished Unit.

At 0745 four navy Corsairs swept in over the Biri beachhead to strafe and bomb, and four PT boats slid into position through the quiet morning waters spouting fire from their 40 and 20-mm cannon. Between the flanking PTs Sergeant Chambers' two LCMs of the first wave ploughed toward shore, both heavily loaded with infantrymen. Suddenly when the two craft were about 700 yards from the beach a withering blast of machine gun fire came from hidden Japanese positions on the beach. Mortar shells began dropping around the two landing barges.

Pfc Harry Pomeroy of Toms River, New Jersey, a machine gunner of Sgt Chamber's LCM, jumped to his gun and returned the fire. Suddenly an enemy machine gun burst swept across the deck and Pomeroy stopped firing for a moment and doubled up as if he were hit around the legs, but immediately resumed his fire. Another burst, and Pomeroy fell still firing the gun. Sgt Chambers, although wounded himself, took over the LCMs 50-caliber and continued firing until the gun was put out of action. Pomeroy had been mortally wounded.

Meanwhile the other LCM was also in serious trouble. Just before his craft hit the beach, T/4 Franklin N. Mackie of Brooklyn, New York, coxswain, was badly wounded and knocked out temporarily. His craft swung broadside to the beach before Mackie could regain control. Pvt Thomas E. Gunning Jr. of Spokane, Washington, seaman, was forward

to operate the dogs which allow the ramp to drop when Mackie was hit. Gunning ran aft to help him, and as he crawled out of the well, was hit by Jap fire and knocked back down in the cargo hold. Gunning climbed up and again was struck by enemy fire and fell to the bottom. The third try brought Gunning to the top, where he aided Mackie in retracting the craft, and then relieved the coxswain who was incapacitated by his wounds.

Sgt Chambers' boat had also hit the beach, but the ramp cables had been shot away, so he retracted and both LCMs withdrew out of range to reform and dispose of casualties. In Sgt Chambers' boat the entire crew had been wounded and his gunner, Pfc Pomeroy, died of wounds. One infantryman had been killed and twenty-three wounded. In T/4 Mackie's craft, one crew man was wounded as was one infantryman.

The mission, after transferring casualties and reforming, decided to outflank the enemy positions, and shortly afterward, landed the infantry on the other side of Biri island without opposition.

Meanwhile at the 542 Regimental Headquarters on Leyte came the order to prepare for participation in the V-1 operation with the occupation and liberation of Panay and Negros islands as the major objective. To land regiments of the 40th Division and support them in resupply and flanking operations was set as the task for the 542d's combat Team III, which had last functioned as a separate task force unit in the early days at Tambu Bay Morobe in British New Guinea. Making up 542d's Combat Team III were C and D companies with attached medical and boat maintenance personnel from the 262d Medical Battalion and the 562d Boat Maintenance Battalion respectively. Lt Col Philip W. Long, executive officer of the regiment, assumed command of the combat team and duties as shore party commander in the coming operation, with Major Robert E. Wells of Greenville, South Carolina, as his executive officer.

With little time for planning Lt. Col. Long on March 4 flew to 40th Division headquarters at Luzon, and Major Wells took command of final details and loading out of the combat team from Leyte. Four days later all loading was completed and Company C's LCMs were ready for the trip to Mindoro where the 542d combat team convoy would rendezvous with the convoy carrying the 40th Division troops from Luzon.

Cebu, Philippine Islands. 26 March 1945. View from landing craft of Navy bombardment of beach. LCVP of Co. "B", 542 EBSR, carrying assault troops to Green Beach.



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A howling rain and wind storm battered the 542d troops in their own LCMs on the 200-mile trip from Leyte to Mindoro, the rough seas delaying the convoy so that it arrived 24 hours late. Fortunately there was a two-day leeway in case the convoy was delayed. Several days of reorganization and reshuffling of vehicles aboard the various LSTs in the Navy convoy followed. Soon all was ready and on 17 March the 542d convoy sailed from Mindoro to meet the main convoy from Luzon at a point fifty miles offshore and then turned southward toward Panay.

Early G-Day morning, March 18, the forty-ship convoy lay off the beach at Tigbauan, some fifteen miles below the Panay capital city of Iloilo. A brief naval bombardment by accompanying cruisers and destroyers paved the way for the landing on Red Beach at 0900, a landing which encountered no opposition at the beach. As the infantry advanced, Japs were contacted and a small Jap outpost was quickly reduced inland on the road to Iloilo. As the infantry moved toward the capital, 542d reconnaissance showed that Red beach was unsuitable for the beaching of larger landing craft such as LSTs, so Shore Party Headquarters and facilities were moved within a few hours to Blue beach, just across the Sibalon river which constituted the right flank of the Red Beach.

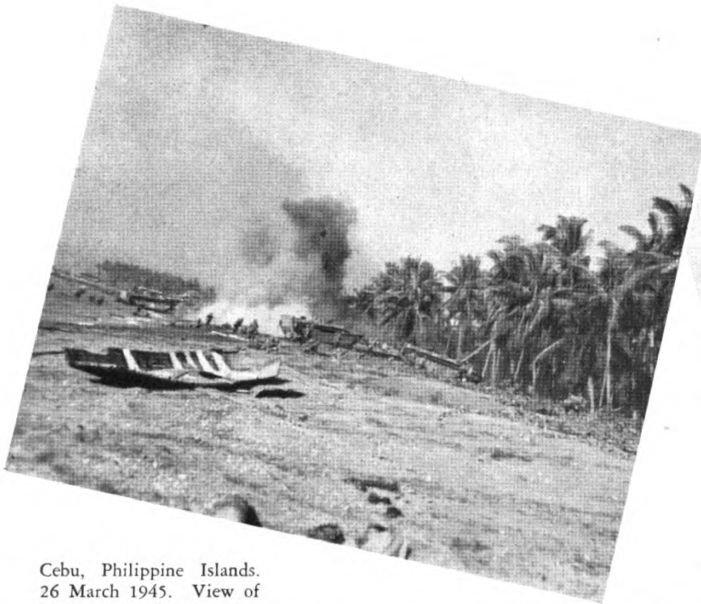
Working under good conditions with favorable terrain hindered only by a shallow beach from which ramps had to be dozed out to the LSTs, all landing craft were completely unloaded by the next morning. The following day all beach organization was functioning smoothly, the infantry had entered the city of Iloilo, which had been abandoned by the enemy, and the schedule was cleared for planning and staging the next phase of the V-1 operation, the seizure of the neighboring island of Negros. The entire shore party organization moved off the initial beachhead and set up operations in Iloilo itself as soon as it had been captured. Preliminary reconnaissance of the Negros landing beaches was started.

Escorted by two PT boats, control and support craft of Company C made the three-hour run across Guimaras strait to Pulupandan, projected site for the Negros landing. Soundings were made off the beach, and as no enemy activity was noted ashore, a Navy scout party was landed in a rubber boat. After completing their beach check, the scout party was notified by civilian sources that a small Jap garrison nearby had been alerted. The party then quit the beach area, its mission accomplished without incident. Later information from a prisoner captured after the landing had been made revealed that the Japanese garrison had observed our beach reconnaissance with field glasses, but had made no move to engage the amphibious party.

March 29 was Y-Day for the Negros landing, with all the LCMs of Company C making the journey to the far shore under their own power. At H minus three and a half hours Lt Col Harry F. Garber of Quarry, Virginia, Regimental Navigator, with a picket boat, flak and rocket LCMs and two LCMs landed a reinforced platoon of the 185th Infantry on the right flank of the Negros beachhead to secure the bridge over the Bago River. After a brief fire fight the bridge was secured, and at H-Hour the main landing began without opposition from the Japanese.

The beach itself proved to be narrow and so soft that vehicles bogged down, but within a few hours dumps were established between the streets of Pulupandan, which was immediately behind the beachhead, and an evacuation station was operating in the town plaza, and Shore Party headquarters was settled in the local theatre. The 542d chalked up another successful landing to its growing record.

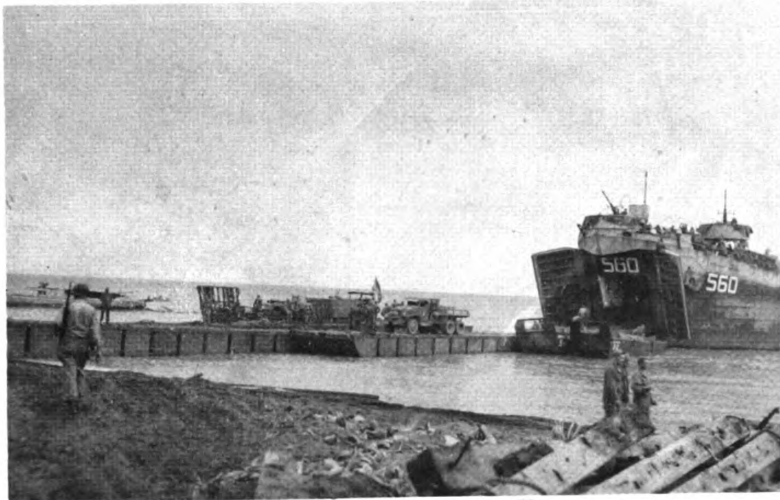
Development of the Pulupandan area continued during the following days without opposition and regular resupply shuttles were soon running from Iloilo. Morale was high despite long hours and hard work and Combat Team III settled down in its new home, its major contribution to the Visayan campaign completed.



Cebu, Philippine Islands.
26 March 1945. View of
beach and infantry under
enemy fire. In back-
ground is exploding enemy
mine and some of the
"Buffaloes" disabled by
similar mines.



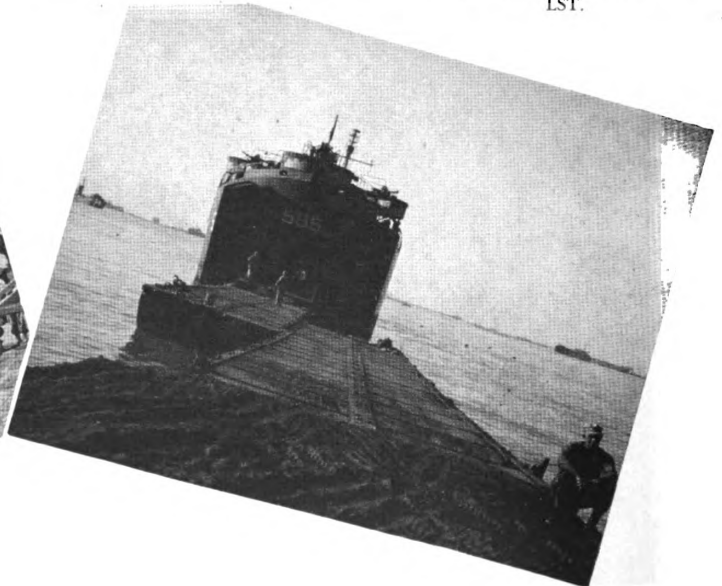
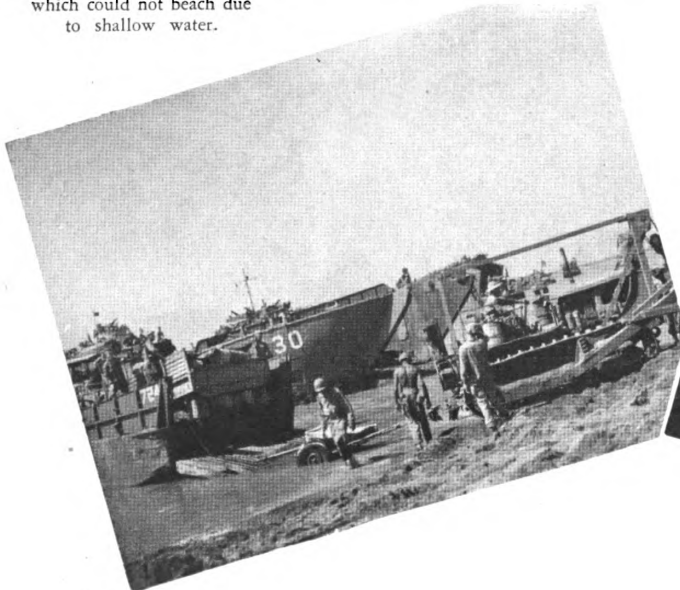
Cebu, Philippine Islands.
26 March '45. Hospital
LCM of 542 EBSR, evac-
uates casualties from the
beach.



Cebu, Philippine Islands,
26 March 1945. 542 EBSR
Shore Engineers "Cats"
tow equipment onto beach.
Equipment was ferried to
shore by LCMs from LSTs
which could not beach due
to shallow water.

Cebu, Philippine Islands.
26 March 1945. Ponton
causeways used by 542
EBSR Shore Engineers to
unload LSTs.

Cebu, Philippine Islands.
26 March 1945. 542 EBSR
Shore Engineers use pon-
ton causeway to unload
LST.



Meanwhile at Leyte, the remainder of the regiment, minus Company A which was to remain behind on lightering work for Base K, was alerted for the V-2 operation which was to encompass the taking of Cebu and surrounding small islands, and landings on the island of Bohol and on the south tip or Negros.

Selected as the Cebu landing site was Talisay Beach, some six miles south of Cebu City and connected with it by an excellent highway. Early intelligence showed that the beach was pillboxed and tank trapped. The possibility of a rough show was anticipated.

March 25 found the Cebu convoy sliding through the Mindanao Sea with the 542d LCMs in tow. Aboard the LSTs were the Amphibian Engineers and two regiments of the Americal division scheduled to liberate the second largest port of the Philippines, Cebu City, often referred to as "Little Manila."

Lights shone from the coastal villages of Cebu as the darkened convoy steadily headed through the early hours for the beachhead. Soon after daylight revealed the invasion fleet, the Air Force began heavy bombing of Cebu where enemy naval guns had been reported emplaced. At 0700 cruisers and destroyers opened up with blasting salvos. Close inshore, destroyers and smaller craft cruised to shatter pin point targets at point blank range while the first waves of amphibian tractors splashed off the ramps of the LSTs and wallowed for the beach.

Sudden spouts of sand and flame as the first buffaloes crawled into shore warned of a mined beachhead, and the following waves of LCMs and LCVs grounded on the beach to find seventeen of the swimming tractors knocked out by land mines, the wounded already left behind by the infantry advancing inland. Our medical Amphibs immediately went to their rescue and soon had them on the way to hospital LSTs for treatment. Our hospital LCMs did yeoman service in evacuating them quickly to medical aid.

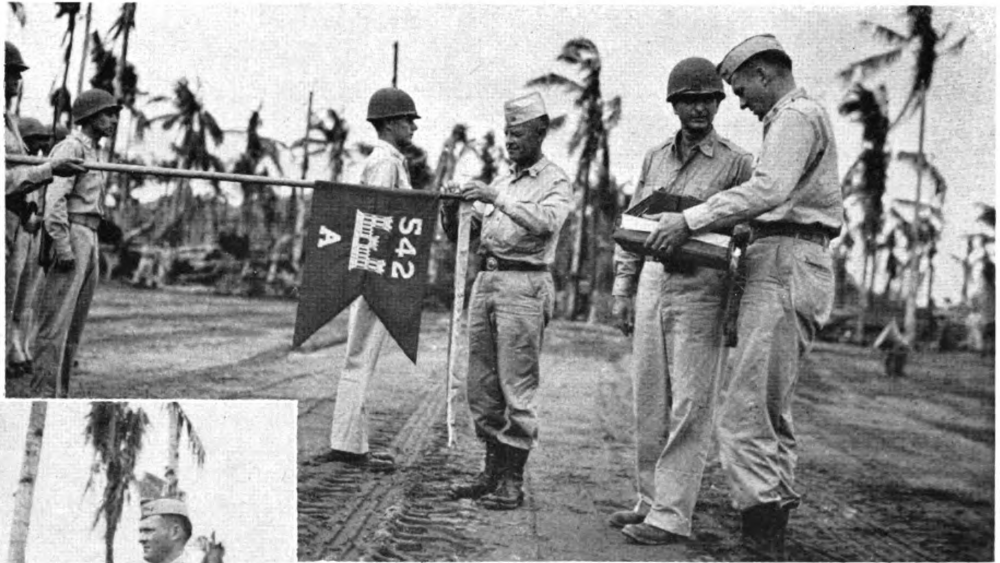
Warily at first and then with growing speed as they discovered the Japanese mine pattern, demolition crews from Companies E and F of the 542d began sweeping the dune line behind the beach to clear the mines and barriers left behind by the withdrawing Japs. Even regimental clerks turned to uprooting mines. Occasional mortar and sniper fire kept coming over the beach but casualties for the Amphibian Engineers were light in spite of the ticklish business in which they were engaged.

Road blocks and mines were cleared from the lateral road behind the beach as the mechanized equipment of the Americal Division began coming ashore across a badly shallowed beach. By afternoon the beach was well organized, and the infantry was pressing on the outskirts of Cebu City after brief fire fights along the way. The beach was so shallow it was necessary to install ponton causeways. LSTs were being nosed into the ponton ramps when suddenly the submarine alert sounded. Torpedoes had been fired at the vessels standing off the beach. The beached vessels immediately began to retract with the exception of two which could not pull loose and the convoy stood out to sea to spend the night.

Shortly after sunset a plane was heard overhead, the noise growing to a roar as a lone Nip dived on the LSTs left on the beach. With a near perfect target the enemy plane loosed a single bomb which struck the water just between the two LSTs, spraying several of our LCMs cruising about, but causing no casualties nor damage. No more planes appeared—the total effort of the Japanese Air Force in the central Philippines had been expended. Our Air Force had really crippled the Jap Air Force in the Philippines. What a difference from the Jap air power in the early days of Lae and Finschhafen and even as late as Biak.

Two days later, after unopposed landings on Cautit and Mactan Islands guarding the Cebu harbor and approaches, the 542d moved into the city and set up headquarters in the badly shelled Customs House. It was the first time it had occupied a real building since

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Above: Leyte Philippine Islands. 1945. Brig. Gen. Heavey pinning streamer on Co. "A", 542 EBSR guidon in ceremony of the award of the Presidential Citation for Co. "A" action at Wakde Island, Dutch New Guinea.



Left: Leyte, Philippines. 12 March 1945. Gen. Heavey with Aide Lt. Williams at ceremony to present Presidential Citation to Co. "A", 542 EBSR. Coconut trees in background cut by artillery fire on day of landing.

Bottom Left: Dumaguete, Negros, Philippine Islands. 25 April 1945. The second wave of LCMs of Co. "B", 542 EBSR, bearing personnel and equipment of the American Division to the beach.

Bottom Right: Macajalar Bay, Mindanao, Philippine Islands. 10 May 1945. The landing of the two millionth passenger carried in 2 ESB boats. Infantrymen coming off LCM of Co. "B", 542 EBSR, coxswained by Sgt. Frank J. Koenig.



leaving Fort Ord in February, 1943. The city was deserted, a mass of shattered buildings, bomb pocked streets, snarled road blocks and naval demolitions which the Japs had left behind in their retreat to the heights overlooking the city where bitter holding action was being fought. The Boat Battalion was established on nearby Gawait Island after the Support Battery had plastered the island with rockets. This island turned out to be one of the best homes the 542 Boat Battalion ever had. It was usually swept by cool winds and its sandy soil absorbed the heavy rain fall when it came.

The next day two Liberty ships nosed alongside the city's seawall, the first American vessels to enter the harbor since 1942. Discharge of the ships was started immediately by the 542d, with Colonel Benjamin Fowlkes Jr., the Regimental Commander, in charge of all port operations for the task force. Filipinos acted as stevedores.

Only a few blocks from the Libertys which were working at night with lights blazing, the division artillery thundered in its continual pounding of the Jap positions less than a mile away. Machine gun fire echoed down from the hills, tracers streaked through the night. During the day heavy and medium bombers and Army and Navy fighters droned through the air in attacks on the Japs in caves in the high hills back of the city.

Shortly after dawn on D/5 the Customs House trembled to the crack of a high explosive shell which burst just beyond the nearby Libertys in the channel. The Japs had opened fire on the cargo ships which were in such tantalizing view of their batteries on high ground. Some 20 rounds of 75-mm shells whined over the Customs House that morning, but the enemy apparently could not depress their guns sufficiently to register as all his shots were "overs." Score for the day: no hits, 20 errors.

The Americal Division established an artillery OP on the tower topping the Customs House, and as was expected, the Japs opened up again the next morning. The Customs House banged like a drum as the Liberty Ship moored just behind it let loose with its five inch gun in counter battery fire, probably the first time in the Pacific war that a merchant vessel had engaged in an artillery duel with enemy land-based field pieces.

Two more mornings of fire and counter-fire followed with air bursts from Jap pieces exploding just outside the Customs House second story windows, before the Liberty Ship, division artillery, and dive bombing Corsairs put the Japanese batteries out of action. The sum total of Japanese destruction was nil.

Punctuating the heavy artillery fire during those active days were occasional bursts from enemy 20-mm guns apparently fired promiscuously into the city. In their bivouac area in front of the Customs House four men of Company F of the Shore Battalion were wounded by fragments but fortunately not seriously.

This proved to be the last effort of the Japanese to interfere with our shipping and cargo discharge activities at Cebu. The infantry had effectively bottled up the Cebu force in the mountains. It would still take many days and many lives, though, before all these Japs were obliterated. They fought with the same desperation as on Leyte and Biak.

Minor flanking and landing missions were carried out in April, a small group from Boat Battalion reconnoitering the beaches at Tagbilaran, the main port of Bohol Island, where elements of the Americal were landed April 11.

Starting on April 17 the Japanese behind Cebu City began a withdrawal from their heavily defended positions to the northern portion of the island. Immediately plans were made to land Americal troops at Danao, some twenty miles to the north of the city, to intercept and cut off the disorganized and retreating enemy. Twenty LCMs accomplished this mission without incident.

Ten LCMs accompanied the Americal Division landing at Dumaguete, on the southern tip of Negros Island. Here again the Japs ran from the beach and took to the

caves in the mountains. The tactical campaign for the 542d in the central Philippines was finished. Minor brushes with the Japs by the Boat Battalion had included the capture of one Jap officer and four men proceeding to Negros by banca, the interception and destruction of two Japs trying to escape from Bohol by banca and the killing of seven Japs moving by raft to an outlying island from northern Cebu.

On 10 May 1945 Combat Team II of the 542d took part in the last of the Victor series of operations, designed to drive the Japs from the Visayan Islands and northern Mindanao. Combat Team II consisted of Company E, a platoon of Company B, a detachment from Regimental Headquarters and Company B, 262d Medical Battalion. The group was under command of Lt Col E. L. Edwards.

On 3 May, a week before the landing took place, a small group of officers, including Captain Harley M. Chatterton Jr., 542d Intelligence Officer of Brattleboro, Vermont, Major Lane, S-2 of the 108th RCT, and Captain Mortimer A. Clift, Brigade S-2, made a reconnaissance of the beach area. This party left Tanauan airstrip, Leyte, early the morning of the third of May and landed on Macajalar Bay, northern Mindanao, near the barrio of Villaneuve, a few miles from the beach selected for the actual landing. Here contact was made with the local guerillas but, contrary to expectations, it was found they did not hold the area near Bugo, selected for the landing. No reconnaissance of the proposed landing beach was therefore possible, however, the guerillas furnished much information on enemy strength and on the condition of the beach, roads and surrounding area.

The main convoy consisting of LSTs, LSMs, LCIs and three FS boats, carrying the 108th RCT and the shore elements of the 542d together with Company B, 262d Medical Battalion, staged from Ormoc, Leyte, on 9 May. The platoon of Company B, 542d, operating 16 LCMs, one flak and one rocket LCM and one Picket Boat with a Naval escort of two PT boats left Cebu City on 9 May and made contact with the main convoy the same afternoon off Bohol Island.

The combined force arrived off the beach at Bugo, Macajalar Bay, at dawn of the 10th. Planes bombed the flanks, while destroyers laid a barrage of 5-inch shells directly upon the beach. H-Hour was set back one hour when a torpedo was fired ineffectively by an enemy submarine, but the first wave, consisting of buffaloes from the LSTs struck the beach at 1830. The first of our LCMs landed in the fourth wave fifteen minutes later. Their bulldozers immediately set to work hauling vehicles up the soft beach.

The only opposition consisted of a few ragged volleys of rifle fire which our own infantry halted abruptly. The soft sandy texture of the beach proved to be somewhat of an obstacle, but this was overcome by the use of pierced plank to form tracks up the beach and by much hauling by our bulldozers, which was hampered by a lack of towing chains. However the entire convoy was successfully unloaded before nightfall of the first day and a strong perimeter was set up by our shore personnel reinforced by some of the LVTs.

Company B, 262d Medical Battalion, landed at ten o'clock and had their evacuation station set up an hour later.

To our battle-wise men this was a routine landing. Unloading of later echelons of LSMs and LSTs was continued until 7 June 1945, when we were relieved by the 3rd Brigade. During this period the shore engineers maintained twenty-two vital miles of the Sayre Highway leading to the heart of Mindanao and constructed two bridges.

This operation was noteworthy for the fact that, on the first day, craft of the 542d landed the two millionth soldier to be carried by the Second Engineer Special Brigade in its support of operations, which had taken the Amphibian Engineers from Nassau Bay in British New Guinea, by way of Finschhafen, Saidor, Tanahmerah Bay and Wakde Island in Dutch New Guinea, Biak Island in the Schouten group, to the goal of the Philippines.

Chapter XIII

Intermission

VE-Day and Readjustment

THERE are times when the moment seems to take on a peculiar significance. Glass in hand, as you waited for the first stroke of midnight on New Year's Eve, haven't you felt, almost palpably, time rushing past? Haven't you felt almost impelled to stretch out your hand to stop it and look at it:

May 8, 1945, the day we call VE-Day, was one of the great moments in History. By their arrogance, ruthless tyranny over occupied countries and cold-blooded slaughter of thousands of defenseless men and women, the Germans had given us a horribly vivid forecast that, had they been victorious, they would have turned the World into a place of horror, darker and more hopeless than ever it was in the Dark Ages. At last, on May 8, 1945, the civilized nations of the Earth, up from the grim, seemingly hopeless days of 1940, when the cause of humanity, even of Christianity itself, seemed all but lost, had come to a moment in History, in greatness the equal of any; a moment when we could say, not in pomp and jubilation, but with humble thanksgiving, that this ghastly catastrophe had been averted.

Yet to members of the Brigade, far from home, committed to their daily tasks in the Philippines, it was hard to appreciate the full significance of this great day. There was practically no celebration. In truth the spirit of celebration was a scarce article in more ways than one. But, most potent reason of all, we still had work to do. While the Hun was being mastered in Europe, we had been engaged in a long running fight with his heathen partner the Jap. Earlier chapters of this History have told how, first with the 'Aussies,' then with the U. S. Sixth and Eighth Armies, this Brigade had done its part in getting the Japanese enemy down. But he was not yet quite 'out.' The battles of Iwo and Okinawa showed that he was just as tenacious as ever. There was, now, no possible doubt as to the outcome, but it still looked like a long, sweaty and bloody road before we could celebrate VJ-Victory over Japan-Day, which would finally set us free and bring peace on Earth at last.

READJUSTMENT

But VE-Day did bring excitement in another way. The War Department's plan for Redeployment and Readjustment was announced and every officer and man saw the film "Two Down and One to Go." Immediately everyone started to figure his points and, when the cards were collected, it was found that many had the first announced initial score of 85 or over. Obviously the Brigade was slated to lose a large number of its veterans. Only a few days elapsed before orders for the first contingent arrived. On June 4 at Leyte, Gen Heavey gave a farewell and God speed talk to 114 of our original officers and men bound for civilian life after three long years in the Army, of which more than 28 months had been spent overseas. They had all made the trip from Cape Cod to the Philippines with stops

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at Carrabelle, Ord, Australia, New Guinea and the Bismarck Archipelago. Many of them went home with four battle stars as well as presidential Citation ribbons, Meritorious Service badges, and other awards.

Just before this, after many months with only a handful of men allowed to go to the States on Rotation or furlough, the Brigade finally got another break. General Heavey had long realized that the Brigade had been so closely engaged that some form of rest and rehabilitation was essential. In the summer of 1944 he had practically concluded arrangements to take the entire Brigade to Southern Australia for a rest period. This was cancelled when the date for the Leyte landing was stepped up several months and once again 2 ESB was declared essential. Now almost a year later it looked as if a period of relative inactivity was bound to intervene, while our forces from the European Theater were deployed to the Pacific. Seizing this opportunity, General Heavey petitioned General MacArthur himself for a special quota of officers and men to be returned to the States for rest and rehabilitation. This time the request was granted and within two weeks 36 officers and 600 men were on their way home for 45 days TD, free of travel time. For a large number of the lucky ones to draw 'winning tickets' in this quota, it was their first furlough since joining the Brigade back in Cape Cod in 1942. Their rest was certainly well deserved.

"2 ESB" COVERS THE PHILIPPINES

VE-Day found the Brigade working on every major island of the Philippines, a record attained by no other unit. Headquarters 532d was on Mindoro, but units of the regiment were operating on Palawan, Leyte, Samar, Masbate and at Batangas Bay on Luzon. 542d was performing all the boat and shore work required for the reconquest of the central Visayas. Regimental Headquarters was situated at Cebu City. Units of the Regiment were operating on the islands of Panay, Negros, Bohol and Cebu itself. Company A was still the backbone of all lighterage work in the Tacloban-Dulag area on Leyte, where the initial assault on the Philippines was made in October '44, and one task group was located at Macalajar Bay on the North coast of Mindanao. All of 592 was on Luzon but widely scattered from Subic Bay on the West Coast to Manila Bay, Batangas, Legaspi and on up the Eastern Coast another 300 miles to Infanta and Dingalan Bay. Headquarters 562d Boat Maintenance Battalion together with the Heavy Shop and part of one maintenance Company were camped at the head of Cancobato Bay near Tecloban while the rest of the Battalion was dispersed between Palawan, Mindoro, Cebu, Negros, Subic Bay and Batangas. The 562d was one of the best known units on Leyte, not only because they rendered yeoman service to the Navy and to Base King in addition to their regular maintenance of Brigade craft, but also because of their famous 'Sea Horse Theater,' of which more will come later. True to 2 ESB tradition of being spread all over the map, 262 Medical Battalion was also well dispersed at that time, with one company at Cebu, one at Nasugbu, not far from Batangas on Southern Luzon, and with their Headquarters and the third company on White Beach near Tacloban. Brigade Headquarters and special troops were also on Leyte at Catmon Hill beach about 20 miles South of Tacloban.

THEATERS

In all of our overseas camps, units of the Brigade have had their outdoor theaters. Most of us took a poncho and fatigue hat to the show even when the weather looked clear, and when the movies were running we were as faithful in attending three shows a week as we ever were a thousand dollar bank night. What the movies was made no difference. At first the movies were a little old and we heard considerable conjecture during the shows as to whether William S. Hart would one day be a star. Later we saw Guadalcanal Diary, Casablanca, Gaslight, and Going My Way and told our folks back home not to miss these

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pictures when they came to the Uptown theater. We smoked during the show on nights when the rain did not extinguish the cigarette or a zippo lighter and the comments on the lieutenant who was at once indignant and dissatisfied with his assignment in Washington, in the midst of a bevy of beautiful girls, were always good especially at the climax where he triumphantly sailed past the Statue of Liberty or under the Golden Gate bridge. In a restrained sort of a way, such plots were known as "B"—pictures.

Some of the theaters were on any likely hillside that afforded a maximum of visibility. However, at Finschhafen, Hollandia, and especially at Leyte in the Philippines, units of the Brigade had theaters known far and wide. The best known was the Sea Horse Theater at Leyte built during off-duty hours by the 562d Engineer Boat Maintenance Battalion. This theater was the first to stage "Hell-za-poppin", "This is the Army", "Oklahoma" and many other leading USO shows as well as first-run movies. The theater area and sports arena would seat nearly ten thousand troops and was attended by Navy, Air Corps, Engineer, and Base troops from a large area.

The Brigade Dance Orchestra was another feature to brighten our lives overseas. Headed by T/4 Theodore Piaseczny, it included five saxophones, four trumpets, two trombones, a piano, and drums. Many of the musicians had played professionally in civilian life and the ensemble was first rate by any standards. In addition to playing for dances at Officers' and Enlisted Men's clubs, they featured many stage performances often on movie nights before the presentation of the movie. In these shows they were sometimes assisted by T/4 John W. Eads, whose 'experiments' in magic—especially the inexhaustible canteen—will long be remembered.

Our shows were often interrupted by Red alerts. Sometimes these would develop into a sizeable raid. Then the crowd would hastily disperse to take what cover could be found by coconut palms or in nearby foxholes. But more often it would turn out to be a visit from a lone Jay flyer, commonly known as "Washington Machine Charlie." His mission seemed to be fly around, make as much of a nuisance of himself as possible, close down all the shows in the area and then drop three or four 'eggs' and clear out. He was not a good aimer and generally the 'eggs' fell back in the jungle or in the ocean, but every so often he would succeed in dropping them in a troop area with tragic results. By the time the Biak and Leyte operations took place, we had sufficient radar-controlled ack-ack to fire at night, thus spoiling Charlie's game, but it was sometimes hard to decide which was the more dangerous, Jap bombs or falling flak.

THE COST OF CONQUEST

War costs the victor as well as the vanquished. Our prime mission has been to land and supply the infantry artillery and air force so that they could defeat the enemy. However, Engineer Amphibians have fully justified their classification as Combat Troops. In performing our prime mission we too have been in frequent combat with the enemy—on land, on sea, and in the air.

Our rocketeers, antiaircraft gunners and shore fighters are definitely known to have killed 1167 Japs up to May 31, 1945. These were Japs no other unit was firing upon. Undoubtedly we killed many more which were included in those reported by others. To accomplish this, eight officers and seventy-six men of the Brigade paid the supreme sacrifice. Fortunately not a single member of the Brigade was captured by the Japs. To June 30, 1945, we captured 170 of them; pulling many of them out of the waters of Manila Bay.

As the Philippine Campaign closed we found we had lost only 28 of our landing craft to enemy fire and to storm and reef while we can definitely claim destroying or capturing 131 Jap barges and disabling a medium tanker with our rocket fire.



An amphibian casualty on the beach in New Guinea.

Probably our best combat credit against the Japs, however, was shooting down forty-eight of his planes. These planes were brought down by our fire alone, no others firing at them at the time they were hit. Undoubtedly our gunners hit many others.

The logistics of our work is hard to digest. To June 30, 1945, over two million passengers were landed from our craft without the loss of a single life through accident. It is true Jap fire killed some of them but not one allied life was lost through drowning or accident. The cargo discharged by our craft to June 30, 1945, was 1,530,056 tons, enough to fill two hundred Liberty ships. In doing these jobs our boats ran more than three million miles.

LST launching Support Battery Buffalo at sea.



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Chapter XIV

Victory

AFTER our 82d combat landing at Macajalar Bay in the northern part of Mindanao, it became apparent that we would have no more amphibious landing in the Philippines. It became obvious that our next big job would be the landing we had all anticipated for many months—the landing on Japan.

Early in June, General Heavey along with the commanders of the two other amphibian brigades in the Philippines, the Third under General Ogden and the Fourth under General Hutchings, attended a planning conference at GHQ at Manila. There our part in the coming landing was threshed out in detail. As usual, old 2 ESB would be needed 100 percent. When the general returned, he was tight lipped as to when and where the landing would occur but he did say that the entire brigade would be committed with the Sixth Army in the initial landing and that a regiment of the 4th Brigade would be attached to us for the landing as four regiments would be required for the job assigned to us. He also did bring the news that there was still time for a large number of the members of the brigade to get a 45-day tour of temporary duty in the States and get back for the landing. Those lucky enough to get in on these details left by plane or ship for their "THREE R's" in the States, rest, relaxation, and recreation as the orders read. They deserved it but it was sad that many more in the brigade who also deserved it could not go due to lack of shipping and time. In addition to those who left on the "three R's," a large number who had over 100 points soon found themselves homeward bound for discharge or reassignment to units in the States.

Pleas were made to higher headquarters for replacements to fill us up to full strength for the coming operations. The respect with which we were regarded at GHQ and the realization that the doughboys could not land on the surf-swept shores of Japan unless we were there to help land them and to keep the necessary supplies and reinforcements rolling over the beaches to them, led to prompt action. In late July over a thousand new men intended for the infantry arrived to join the brigade. They were a very welcome edition to the brigade and seemed to be glad they were joining us Amphibs, and entitled to don the blue and gold shoulder patch of Combined Operations.

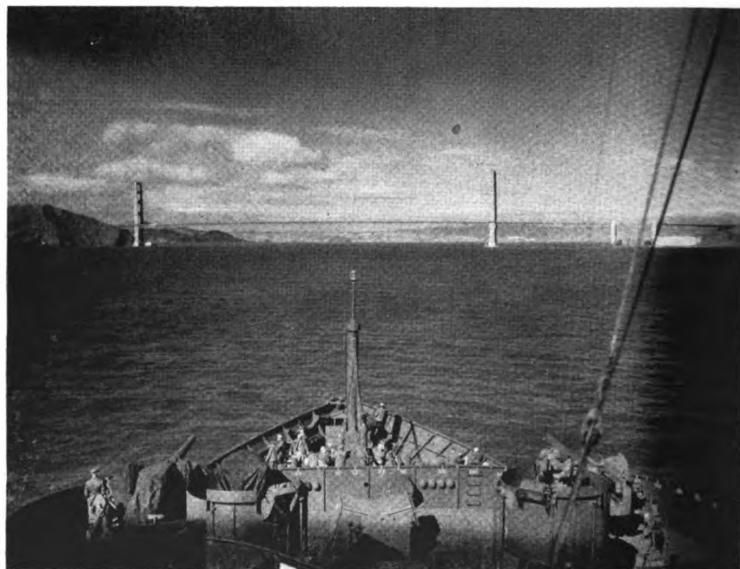
The next few weeks were spent in reassembling our scattered units and in training and absorbing the new men as well as in readying our equipment for the coming invasion. The 532d assembled first on Mindoro where the regimental headquarters had been located since the initial landing on December 15, 1944; then it moved on to Panay to train with the division with which it was to land. The 542d concentrated on Cebu. Its main city of the same name before the war had been known as "Little Manila" but now was a sad ruin much like Manila. After its numerous landings along the coasts of Luzon from Bataan and Corregidor to as far as 300 miles north of Legaspi, the 592d gradually assembled at

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Pilot boat meets transport
off Golden Gate.

Back Home !



Batangas on the southern shore of Luzon. The 562d Boat Maintenance Battalion still had its headquarters on the protected waters of Cancabato Bay in northern Leyte. Most of the Brigade Special troops were a few miles south at San Roque, but the advanced echelon of Brigade Headquarters had moved up to Luzon to be near the Headquarters of the XI Corps with which it had much detailed plans to work out.

About the first of July word drifted in from Guam that the B29 pilots were betting that the war would end before the first of September. We on the Philippines were skeptical. We thought it was some more of the Air Force's claims that they could end the war by bombing alone. We thought an invasion would be necessary to bring the Japs to their knees. The Air Force could not crush Germany by bombs; certainly the Japs would take the bombing more fanatically than the Germans. No, we agreed, it will take a landing on real Jap soil to convince them that they were defeated. Preparation and training went ahead full speed.

Then in early August came the astounding news that a single atomic bomb had been dropped on Hiroshima. Reports claimed it was two thousand times as powerful as TNT. Soon aerial photos confirmed that the destruction in Hiroshima was as terrific as the claims of the atomic bomb indicated. How could the Japs now continue the war? All suddenly changed their viewpoint. Certainly a combat landing would not be necessary now. The declaration of war by Japan and the dropping of a second atomic bomb on Nagasaki followed in rapid succession. Then came the flash that Japan was seeking terms of surrender. After exasperating delays the Japs finally surrendered at 1900 (EWT) August 14. It was one thousand one hundred and fifty-one days since the Brigade had been born at Camp Edwards, Massachusetts. It had been a long war for us with almost a thousand days overseas and more to follow for most of us.

We joined the other American troops in the Philippines in the celebration of the end of the war. It had been a long long trip from Cape Cod to Luzon via Carrabelle, Fort Ord, Australia, New Guinea, New Britain, and the many islands of the Philippines. We had never faltered. Many a silent prayer went up to God that our fighting days were over. Thoughts of those comrades who were missing, who had made the final sacrifice for their country and for us saddened us and made us resolve that in the peace to come they would never be forgotten.

As this History of the Second Engineer Special Brigade goes to press, we do not know whether we will be included in the Army of Occupation to go on to Japan or whether, as the oldest amphibian brigade in the Pacific area, we will be returned to the States direct from the Philippines. This a fitting time to close our tale. Every member of the Brigade, wherever he is—in the Philippines, in Japan, or home—can be proud of the fact that he was a member of 2 ESB, a unit that always did its job no matter what difficulties were encountered in its new field of amphibious warfare.

Well Done, Ye of the Second Engineer Amphibian Brigade

The 2 E. S. B. in Verse

WELL DONE

The tides of war have surged across the world,
Their flood of hate released upon mankind.
To keep our home-land free, we had to fight
In far-off lands beneath the tropic sun.

Our landing craft went roaring o'er the tide
To many hostile shores. We struck at dawn
Our arms aglint in morning's first stray light.
With trucks and 'dozers too we smashed ashore.

From "Aussie-land" to Guinea's wilds, we inched
The hard road back through stinking jungles dim.
Though now a few had found their last long rest,
We licked our wounds and went back in for more.

Still farther north, the octopus was spread
From Zamboango to Lingayen Gulf,
Until our boats its deadly grip did break
To make a country once more proud and free.

Then forward to new shores our men embarked,
To seize the final beach-head from the foe.
Now that mankind is freed of hate at last,
The Second E. S. B. has done its task.

Awards and medals glitter on the chests
Of fighting men for valiant deeds achieved.
But for our feats, the best reward is this—
Second E. S. B., WELL DONE!!!

—C. D. WHITTAKER.

"THE FLAT BOTTOMED NAVY"

A tribute to the men of the 2d American Landing Craft Brigade

Just before we leave New Guinea
There's a poem we'd like to draft
To those stirring Yankee watermen
Who manned the landing craft.

Kind generous openhearted
And game to their very core
Nip's strafing and bombing they laughed at
As they ferried us up to the shore.

At Lae, Finschhafen and elsewhere
Undaunted they kept on the job
Landing their human cargoes there
Valiantly doing a job.

That was vital in this rugged country
To the success of the Allied Cause
Though 'oft tired, cold, wet and weary
They toiled on without a pause.

Mere words cannot describe them
Or the esteem in which they are held
By the men of the 9th Aust. Division
A "band of the finest weld."

They're the unsung heroes of Lae—Sio,
Reliable valient and staunch
"You'll do"! was the verdict the Divvy gave
These men of the landing craft, launch.

Yes! "You'll do"! the highest form of praise
The Aussie ere gives whom it fits
And it sure fits you blokes from the U. S. A.
Who gave us those "Taxi boat" lifts.

You've earned for yourselves
A warm spot in the hearts
Of the lads who wear the framed "T"
And tales will be told of the great job you
did
Wherever these lads may be.

So! A toast to Ye Marines of flat bottomed
boats
Who hail from the land of Columbus
"May your great shadows never grow less"
Is the firm wish of every one of us.

And when it's all over and homewards you
trek
Your job well and faithfully "Finnie"
You'll carry with you the good wishes, re-
spect
Of the lads whom you met in New Guinea.

And may you and yours through the long years to come
Have the best of good luck and no failure
It's the heartfelt wish that sure echoes from
Those 9th Divvy lads of Australia.

QX "T" New Guinea 2-18-44.
Australian 9th Division Soldier.

THE 9TH DIV'S LITTLE BOATS

They Landed us on the beachhead.
When we made our assault on Lae;
It was their first taste of battle,
When they took us in that day.
They didn't heed the bullets.
Or the bombers angry roar.
They stood at the wheel of their barges,
And drove them at the shore!

And they backed us up and helped us
On the long drive up the coast,
We'll get supplies and ammo through,
Without fail, was their boast.
Into little bays the Japs had held
Not very long before,
They nosed their little barges,
And drove them at the shore!

They brought our mail and rations up,
And put them on the beach.
When the Zeros tried to stop them,
Their gun crews took a hand.
In wet and stormy weather,
With the crew of three in each,
Those Yankees get their barges through,
And land them on the beach!

We loaded on our wounded,
And they took them back to base.
Then loaded up with stores once more,
To the battle front they race.
They did just what we asked them,
No man could e're do more,
The Yanks with their little barges,
Plying from shore to shore!

And when the war is over,
It will live in our memories.
How the Yankee boat battalion,
Conquered the Coral Seas.
The Jap too, will remember,
The worst sight he ever saw,
Was the little Yankee barges
Racing at his shore.

—Another Soldier, Aust. 9th Div.

BILL HEAVEY'S BRIGADE

*Dedicated to the Men of the Second Engineer Special Brigade
Commanded by Brig. Gen. William (Bill) Heavey*

The orders, were secret, so not a man knew
He was picked, from the best in the land
From all over, they came, not knowing who
They "hushed" The Amphibian Command

They preached them a story, of stark death, or glory
For beach-heads, are suicide made
You are Cape Cod Commandos-hit-but don't run
Line up, for the Second Brigade

The pick of the Army, spiced with the blarney
You're the stuff, from which heroes, are made
So, they threw them together, for fair or foul weather
To make up Bill Heavey's Brigade

They started to train, in the mud, and the rain
They practiced beach landings, that paid
Tho it was plain hell, they stood up to it well
Those boys of Bill Heavey's Brigade

The training was sound, soon Florida bound
Then the coast, and the surf, where they stayed
Till hardened, and toughened, they put them aboard
"Down Under" went Heavey's Brigade

They landed one day, in the south-west P. A.
Started in then, at their trade
Made the first landing, boosted their standing
In the name of Bill Heavey's Brigade

Up to New Guinea, where Tojo still ruled
Where the keystone of an empire, he laid
They came with their M's and their little V's
And in went Bill Heavey's Brigade

To land on the beach, unload, and retract
While Tojo, tight-lipped, and dismayed
Began his retreat, at Nassau, and Lae
When he first met Bill Heavey's Brigade

At Finschhafen, Saidor, and Arawe, too
Those little boats plowed, unafraid
And Tojo bewildered, retreated, withdrew
At the threat of Bill Heavey's Brigade

On the Dutch Guinea shore, there'll be many more
Where they'll fight, as they ply their grim trade
Till this war is over, on sea, and on shore
You'll hear of Bill Heavey's Brigade

They saw plenty action, and gave satisfaction
In every beach landing, they paid
Yet they still voice a prayer, to hope you will share
In the luck of Bill Heavey's Brigade

Tho they dont boast about it, they all like to say
Each man gave his best, to the trade
They are happy, and proud, to be one of the crowd
That belongs to Bill Heavey's Brigade

If there is a world, beyond this one of ours
When over the Jordon, you wade
You'll probably find, the small boats are manned
By the boys from Bill Heavey's Brigade.

—W. S. ELLIOTT.



Smoke screen at Yeppon, Australia, to hide landing craft in an amphibian exercise.

The 2 E. S. B. as Seen by "Yank"

WRITTEN FOR "YANK"

"That Aussie Ninth Division on Borneo must be all replacements," S/Sgt. William J. Cheramie, of New Orleans, said. He was talking to a group of Second Engineer Special Brigade veterans gathered in his tent, all members of the 532d Engineer Boat and Shore Regiment.

"Yeah," T/4 Dean L. Driskill, of Dola, Ohio, said. "Most of the Ninth Divvy men we put ashore and ran supplies to at Nassau Bay must be home now—those that are still alive. We were lucky to be with them for our first operation; nothing since then has seemed as tough as Nassau Bay."

"Remember, we got our first air raid just as the fourth wave hit Red Beach," S/Sgt. Harold B. Horseman, of Lexington, Ky., said. "And they gave us two more that afternoon, and one that night—June 29, 1943."

"Kump—Dick Kump, from Brooklyn—wasn't he killed that first day?" T/4 Angelo M. Tubelino, of Rochester, N. Y., asked. "No, I remember now; it was during the second raid on D-plus-one."

"Kump was a guy with a lot of nerve. He used to say, 'I came over here to fight and I'm going to fight.' He kept his Fifty on that Zero all the way down. After he dropped there at his gun I saw the Zero dive into the sea."

"Afterward I painted a Jap flag on what was left of our LCVP. She never did float again; we just left her there on the beach."

"Ken Jacobs stuck by his gun that afternoon, too," Pvt. Gomer B. Griffith, of Newcastle, Pa., said. "Lost his arm, left arm. Verne Juul was wounded, too, along with Lt. Foster."

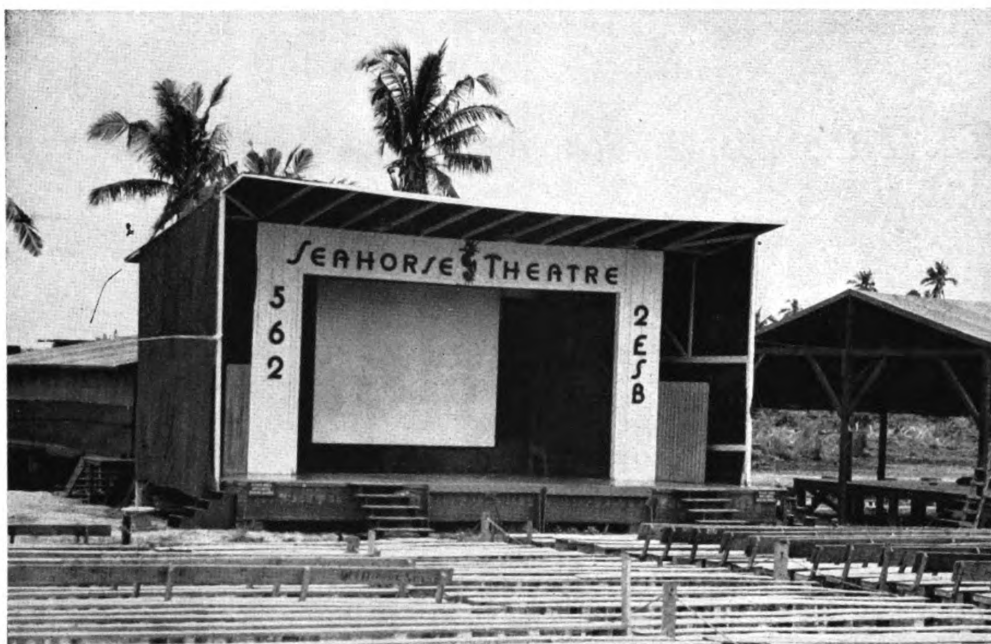
"The Japs had the air practically to themselves in those days," Lt. Thomas B. Huffman, of Willcox, Ariz., said. "But one raid turned out to be hilariously funny—at least to me. We had run our support boat up to Yellow Beach, where it was quieter and we could get a little rest from the night-long supply runs we'd been making from Morobe up to Nassau Bay."

"Smitty—you remember Smitty, a very fastidious guy, always cleaning his fingernails—Smitty and two more of the crew went ashore to look at this abandoned native village just in from Yellow Beach. They were scrabbling around for souvenirs when the Jap planes came over, about 15-strong, as usual."

"Smitty took off for any cover he could find, and dove headfirst into what he took for an abandoned Jap slit trench. The two others dove in on top of him. And they stayed there all during the raid, although they'd discovered their mistake as soon as they dove in; it wasn't a slit trench, but an abandoned Jap latrine. . . ."

"They had to throw away all their clothes before we'd take them back aboard, and spent about an hour trying to wash off in the surf."

"Remember the Busu River mission, Beyers?" asked T/5 Anthony Bugdumus, of Detroit.



San Jose, Leyte, Philippine Islands. 562 Engineer Boat Maintenance Battalion Seahorse Theater.
This theater had seating capacity of 7,000.

"I'll never forget it," T/4 Robert L. Beyers, of Richmond Hill, N. Y., said. "The Ninth Divvy's advance troops lost nearly all their equipment getting across the Busu, and were pinned down over on the Lae-side by Jap fire. We got orders to run a resupply mission to them. The river was swollen with rain—"

"Rain!" Tubelino exclaimed. "That's all we had at Nassau Bay—rain."

"Remember, Tube," Beyers asked, "just as we came around that bend in the river the Japs opened up on us with mortars from Lae and gunfire from that Jap ship anchored offshore? We had to turn back. But then when they told us how serious the Aussie position was up there across the Busu, we started out again. Took ten more men aboard so we could unload in a hurry. And, Tube, you'll remember that it was just because the rain was falling even heavier then that we got up to the Aussies without being hit."

"Maybe so," Tubelino said, "but they were feeling for us with mortar shells all the way up the river, lobbing them at the sound of our engines. The cox on the other 'V'—Charlie Hund, from Kansas—got his ramp down, his load of medical supplies off and his ramp back up again, but when we got in there with the ammo the ramp stuck about half-way down. Then we couldn't get it up or down—LCVP ramps never were any damned good.

"We finally ended up by passing our load of ammo out through the 'window' in the ramp, one box at a time, with the mortar shells splashing closer to us all the while. And by the time we had all the ammo off, the 'V' was half-full of water that had come in through the open ramp, and we were stuck hard and fast.

"But Hund backed his 'V' up to us and kicked enough water under our bottom to free us."

"That saved the day—or night, rather—for that Aussie patrol," Cheramie said. "Let's see—Lt. Huffman, Beyers, Tubelino, Bugdumus and Hund—you were all decorated for that, weren't you?"

"Yes, and we'd go through it again—not for the Bronze Stars, but for the Ninth Divvy," Beyers said. "They were great soldiers."

"They'd share anything they had with you, even that precious tea they're so nuts about," Tubelino said. "By D-plus-four at Nassau Bay I was smoking the dam' stuff—'Bushel's Australian Tea.' It's not too bad if you've got to have a smoke."

"Raw and new to it all as we were then, the Aussies were the most consoling bunch in the world—easy-going, casual, never excited, but always right on the ball."

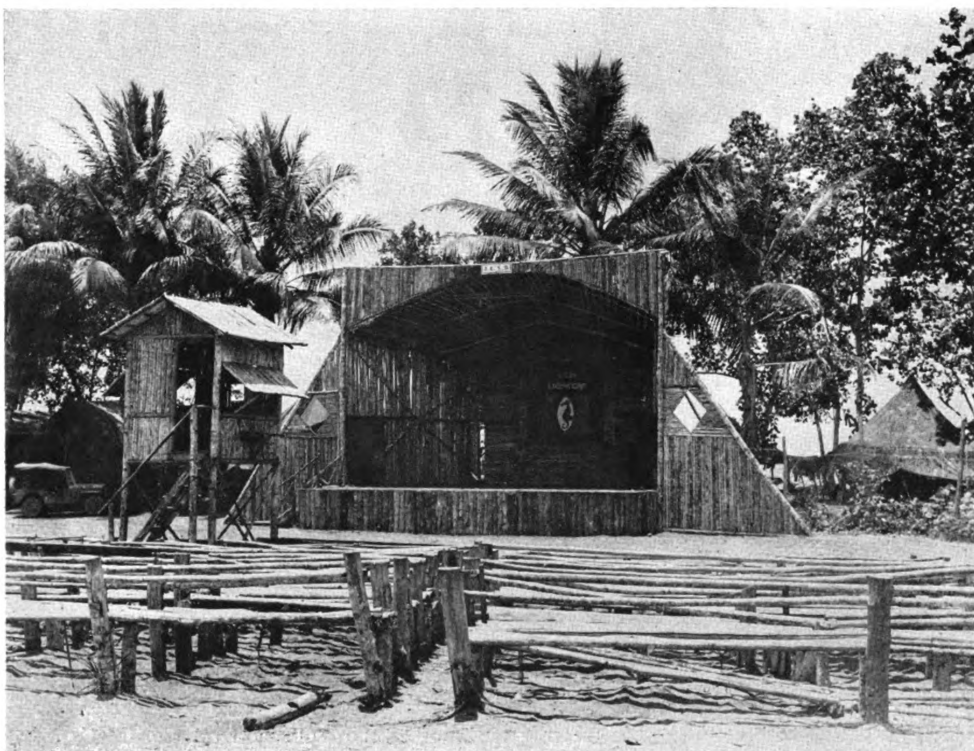
"They certainly took care of Earl Fryar when he had all his clothes blown off in that bombing," Cheramie said. "He was wandering around in the jungle, naked and dazed, when the Aussies found him; they clothed him, fed him and took care of him for three days until he remembered who he was. Mike Kelly was the only man with Fryar to survive that bomb-hit—and he's back home in a Boston hospital."

"Say!" Bugdumus exclaimed. "Remember those range signals the Japs set up along the beaches every night, trying to suck us in? We ran in on one of their lights one night—got within 50 yards of the beach when they opened up."

"When you think back on it," Driskill said, "the Nassau campaign seems like something out of another war than the one we're fighting now."

"Then the Japs had the air, PT boats were all the Navy we ever saw, and you felt cut off from the world—no radio, no news, just beach and sea and jungle and rain and mud and Japs. . . ."

Palm Beach, Oro Bay, New Guinea, 1944. 592 Engineer Boat and Shore Regiment Theater.



. . . *Tambu Bay, Salamaua, Finschhafen.* . . .

"Another formation? My aching back!"

"You should have been along at Finsch' when we had a company formation for presentation of awards right in the middle of the operation," said Sgt. Arthur W. Hoyer, of Reading, Calif., and the 532d's shore battalion.

"General Heavey and the Regimental CO were both on hand for the ceremonies, which didn't come off because it turned out that some Navy officer had walked off with the General's pack by mistake, so he didn't have anything to give out. Then the CO gave us 'Inspection, Arms,' and live ammo flew all over the place; he'd forgotten we all had full clips in our M-1's.

"Every night the Japs had been making a bomb run diagonally across our area—later on the Aussies caught the 'abo' who was signalling them in with a flashlight, and turned him over to his fellow tribesman, who beheaded him. Well, anyhow, we put up a tent for the visiting firemen right at the end of the diagonal run—'Bomb Alley.' But of course that night the Jap planes didn't come over at all."

"One thing I never did get straight," said Pvt. Richard W. Terbush, of Minneapolis. "How did we get the advance dope that the Japs were going to land on the beach in back of us that time?"

"There's two stories on that," said First Sgt. Carl L. Tidd, of Placerville, Calif. "According to one, a Jap radio message to their forces on Sattelberg Ridge was intercepted and decoded. According to the other, a captured Jap signal officer gave the whole show away.

"But nobody I've ever talked with has yet figured out why the Japs on Sattelberg didn't come down from the ridge that night Junior Van Noy broke up the attack from the sea almost by himself. The intercepted message called for a coordinated attack from the ridge and the sea. If they had come down from Sattelberg that same night I don't think we'd be here to talk about it. As it was, they came down off the ridge the next night and we had one hell of a time getting them to go back up again, because as it turned out there were about twice as many of them as we'd expected."

"I remember when we went down to Scarlet Beach the morning after the Japs tried to land there," said Lt. Warren A. Plamondon, of Jackson, Calif. "The Jap barges were still there, stranded by the low tide, riddled with 50-caliber slugs and choked with dead. And there must have been more than 200 dead Japs scattered over the beach, all the way up to within about ten yards of where Van lay slumped over his gun."

"Say, do you remember that other Junior—Junior Johnson?" Terbush asked. "Odd. . . . He was in charge of a grave digging detail I was on. When we finished the job assigned, he said, 'Let's dig one more.'

"And that one turned out to be his. . . ."

"Finsch' was a rough go all around—unloading cargo, running supply roads and trails through and bringing up ammo all day long, then manning the perimeter at night," Hoyer said. "And all of it on a diet of Aussie bully beef and those hardtack biscuits we used to call 'daisycutters.'"

"Between the chow, the airraids—we had 57 in the first twelve days; remember?—and the dysentery, it was miserable," said Cpl. Philip J. Machiuska, of Hempstead, N. Y. "One morning I had to jump to my gun with my pants down."

"That's nothing," Terbush said. "Most of us were running around in just a pair of shoes after we were ordered to discard our jungle suits. That order was given after an Aussie patrol captured two Japs wearing our spotted zoot suits and carrying M-1's."

"Tokyo Rose used to announce every night that our landing on Scarlet Beach had

been wiped out," Tidd said. "One night she denounced the Aussies for unethical warfare, because they had used the first shot from a Bofors they'd been setting up to knock down a tree with a Jap sniper in it. Unethical as all hell."

"Better than that, remember the time we reported a Jap 77mm being set up just below Katika Village?" Hoyer asked. "The Aussie gun crew took a look through their glasses, thanked us, then sat down again. Every 15 minutes all day long I'd take a look at the Japs digging their gun in—was I worried!"

"Then, late in the afternoon, just as the Japs were shoving the first shell into the breech, the Aussies fired one round. . . . Knocked out gun, crew and emplacement. Later on I asked one of the Aussies why they'd waited so long before firing and he tells me:

"'We wanted to see the bloody bastards work.'"

"First thing I saw when we hit Scarlet Beach," said Machiuska, "was an Aussie starting to boil up 'a spot of tea' in his billy. Later on, the Aussie Salvation Army was always up front with hot tea and coffee."

"You remember that Aussie who ate up all the stories we could feed him on Paul Bunyan?" Hoyer asked. "A long time afterward he wrote me that it was really Paul Bunyan who took Satelberg Ridge."

2 ESB Dance Band in the Philippines, 1945. Left to right, Front Row: Tec. 5 Bernard G. Bullis, Tec. 4 Frank O. Novak, Tec. 5 Felipe G. Sandoval, Tec. 4 Wayne Bernier, Tec. 5 Richard A. Carlton, Tec. 4 Thaddeus S. Piaseczny (leader), and Tec. 5 Frank A. DelVecchio. Back Row: Tec. 5 Glen N. Miller, Tec. 4 Frank J. Carone, Tec. 4 Dino A. Orlandi, S/Sgt. Gilbert J. Anderson, Tec. 5 Guy Crapple and Pfc. Edward Oliva. Note the salvaged parachutes used as drapes.



"Remember the time the Japs came down from Satelberg and tried nine attacks on Katika Hill?" Machiuska asked. "That was the time Nick Hanchulak dismounted a 'Thirty' from a 'V' and nailed it to a coconut log. That way he had only one field of fire, but he did such good work with the gun that they gave him a Bronze Star for it.

"And was he lucky! I saw Jap machine gun fire sweep to both sides of him but the firing interval must've always come just when they were zeroed in on Nick."

"The medics caught a lot of hell at Scarlet Beach," Lt. Plamondon said. "That time Jack Butts came down with acute appendicitis the only medical officer left was a lieutenant fresh out of school. But the way he handled the operation, with Butts laid out under the headlights of a jeep on a stretcher, he might have been the Surgeon General himself. We had to cut the lights and stop the operation three times because of Jap planes over the area, but the lieutenant did a good job, and Butts is walking around today."

"Only good thing about the air raids was the fresh fish we used to pick up out of the sea afterward for chow," Machiuska said.

"I'll never forget D-day on Scarlet Beach and the night that followed," Tidd said. "Between air raids, getting dug in and setting the guns up on the perimeter, we were busy as a bunch of cats with dysentery. And then, between raids, the CO decided that he wanted a CP tent set up. When we came out of our foxholes after the next raid, what was left of the CP tent was draped in the treetops."

"If we'd known then what we know now, I don't think we'd be alive," Hoyer said. "The Japs had the air, we had damned little support from the sea, the Japs were into the area every night. . . .

"I guess we had beginners' luck."

. . . *Tami Island, Lae, Arawe.* . . .

"After we proved how good the 4.5-inch rocket really was at Satelberg Ridge," S/Sgt. Chandler A. Axtell, of Thornton, Ill., said, "we were organized as a provisional support battery for the Brigade, and assigned to the 112th Cavalry for the Arawe operation.

"You remember—our rocket batteries were mounted on DUKW's then. Worked out all right, too. We intercepted about 15 Jap barges loaded with troops when they tried a counter-landing, and sank eight of them."

. . . *Cape Gloucester.* . . .

"The First Marine Division? Sure, we—the Brigade support battery—were assigned to that Division at Cape Gloucester," T/4 Edwin A. Polley said. "It was another rough go; took the Marines nearly three days to get around 'Bloody Point.'"

"The thing I remember, though, is the Japanese counter-attack we broke up with rockets on the second day of the landing; the rockets knocked out about 200 Japanese troops."

. . . *Tualik, Long Island, Saidor, Sio, Los Negros.* . . .

"The worst one was the Admiralties—don't you think so, Coppolino? We'll never see anything like Los Negros again, at least not until we hit Japan," said Pfc Joe Mangano, of Brooklyn and the 592'd shore battalion.

"Remember that guy who popped up aboard our LST while we were staging at Cape Sudest?" Sgt. Dominick Coppolino, also of Brooklyn, asked.

"You mean 'Wild Bill,'" Sgt. Donald J. Gaynor, of Lambertville, N. J., said, "'Wild Bill' Doakes, or whatever his name was. A character, strictly a character. Didn't know where he came from or where he belonged; just knew he was on the wrong ship. Even after he was assigned to a squad he always turned up for formations in the wrong one."

"You know what I'll never forget about the Los Negros operation?" Pfc. Allie

B. Shockley, Selbyville, Del., asked. "The glad hand we got from those First Cavalry boys when we came ashore at Momote Plantation in the sixth wave."

"Man, they jumped up all around us to shake hands," Mangano said. "Then somebody asked them—must've been Wild Bill—where the front line was."

"Yeah," Coppolino said. "And they told us; 'You're standing on it.' The Japs were just across the strip."

"At that, the Cavalry was only about 100 yards in from the waterline. Soon as we got back on the beach—and that was damn' soon after they told us where the front line was, we started unloading ammo and organizing the beachhead. I remember Jimmy Green pushing sand jetties out to the LST's with his dozer while the snipers potted at him. He couldn't hear them for the racket the 'dozer made, but his guard, Chet Raymer, would cut loose with his M-1 each time he thought he'd spotted a sniper in a tree."

"As for digging in that night," Gaynor said, "well, we tried, but you would have needed a jackhammer to get down in that coral—about two inches of coral sand on top, then solid coral. So we just piled up coconut logs to give us some protection, and set the Fifties' and Thirty-sevens up inside them."

"Remember," Mangano said, "just at dusk everything began to happen? The weapons platoon cut loose on the eastern point of Hyane Harbor, trying to knock out a Jap gun position, the Cavalry boys began to move across the strip, the Japs began to counter-infiltrate, and the casualties began to come back. The Japs came up screaming in the dusk:

" 'Me kill Yankee dog tonight!'

"We were under orders: No firing. So we just huddled there listening to what was going on all around us. . . .

"That was the night the 49th Sea Bees learned how to use hand grenades. They'd been working on the Momote strip when they could, during the day. Later they got a Presidential citation for the job they did. But that night they learned from the Cavalry and from us how to arm and lob a hand grenade—they had to learn."

"D-plus-one wasn't so quiet, either," Shockley said. "First thing we had to do was move the ammo dump—a Jap recon plane had spotted it while we were unloading on the first day. Before we were through with that beach, we'd moved the ammo dump three times. And all the while the supplies were pouring in—more ammo, food, medicines."

"We were pretty damned busy that second day," Coppolino said, "what with moving the dump, toting supplies and diving for our log shelters whenever the planes came over."

"I remember once I dove into an abandoned Jap coco log cave with Bill Lasswell—he was our 'First Soldier' then; he's gone home since to Freehold, N. J., and Hal Berkley—he's home, too, in Davidsville, Pa., and Pete Cifelli. A Jap plane zoomed down and dropped a big one right beside us. After the explosion we just sat there like we were frozen until Cifelli said, in a voice like he just couldn't believe it:

"Well, what do you know? He missed us!"

At the end of the second day on Los Negros all troops were warned to expect a Japanese counterattack that night. Weapons zeroed in on the eastern point renewed fire; an attack from there was expected by rubber boat, another by land from the tip of the western arm of the bay, and still another from the Japs across the strip.

"They came through all right that night," Mangano said, "not organized you know, but like madmen, firing in all directions. Some of them we found the next morning were armed with knives and bayonets lashed to long bamboo poles. To cut down machine gunners and artillerymen with, I guess. But when they came over we cut loose with every-

thing we had—artillery, mortars, machine guns, small arms. Then some English-speaking Jap officer screamed out:

"Hold your fire—too high!"

Somebody in our lines—A GI, I guess, hollered back:

"Blow it out your ——!"

T/5 John O. Ross, of Iola, Kansas, had been pouring himself a cup of Coleman stove coffee as Mangano talked. Finding it too hot to drink, he said:

"Yes, and that isn't all the Japs yelled that night. The boat battalion was ashore, and we could hear the Japs screaming, 'The Japs have broken through! Retreat!' If they'd yelled, 'Fall back!' we might have paid some attention.

"One Jap sneaked into one of their old caves where about a dozen of our boys had holed up for the night. He jumped T/4 Robert Kinder with a knife there in the pitch blackness. When Kinder yelled for help, hanging on to the Jap, the Jap yelled back:

"Let me go! I'm a Yank!"

"From outside we could hear the commotion in the cave. Everybody cut loose with Tommy-guns, carbines and pistols—nine or ten men were wounded. And the Jap who started it all never was found; must have crawled out while the shooting was going on.

"Another T/4 name of Knockrinder was lying there in the cave nursing his hand, paralyzed by one of the Jap's slashes. Someone tapped Knockrinder on the shoulder; he jumped, sure the Jap was back until the chaplain identified himself and whispered:

"Son, are you ready to meet your Maker?"

"Ready as I'll ever be," Knockrinder told him."

"That sunrise on the fourth day was the finest I'll ever see," Mangano said. "The Japs attacked the night before; drove the Cavalry back and to our left, and we got orders

San Roque, Leyte, Philippine Islands. 2 ESB Theater, built in 1945.



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to fight to the finish. But when the sun came up we still held the beach, and the Japs had fallen back across the strip again.

"The Cavalry moved back up, spraying the treetops with lead to knock out any snipers that might've crawled up there during the night. And the first thing we took four Jap prisoners and about seventy-five of their prisoners—fifteen Chinese boys and sixty Sikhs who'd been captured in the fall of Hongkong."

"That was the day the 'First Soldier' bawled out Wild Bill for not doing a good job of burning out the latrine," Shockley said. "So Wild Bill goes back with about four gallons of gas to finish the job. Tossed it in and a match after it, disregarding the CO and four enlisted men who were seated there until the explosion. Wild Bill. . . ."

"And that was the day we found all the souvenirs," Gaynor said. "Remember the sake? After the medics okayed it, we passed it out in the chow line."

"And remember Hank Smith from Girard, Ky.?" Mangano asked. "Remember he found the Jap payroll and every man in the company had his pockets stuffed full of real Japanese yen?"

"Carl Bennett found the Jap garrison flag," Shockley said. "He turned down 300 Aussie pounds for it from one of the air corps boys. Carl wanted the flag to decorate the Elks' Club back home. It must be hanging there now; Carl's an over 40 civilian."

"That was the day Tokyo Rose warned us: Get off Los Negros in six days or be annihilated," Mangano said.

"One of those days along in there we found that dental plate with the name 'Doakes' scratched on it. You remember that Coppolino: You announced that a plate had been found marked 'Doakes,' and that the owner could have it if he'd see you."

"Yeah," Coppolino said. "When I looked over at Wild Bill he was doing a double take. Said to himself: 'Doakes? Doakes?' then felt of his mouth and hollered out, 'Doakes.' Why, that's me!"

"What I'll never forget," Mangano said, "is my first sight of American boys lying dead. . . . I don't know. . . . Made me feel patriotic as all hell somehow. . . . Even now I couldn't praise those First Cavalry boys enough; when I saw them going across the strip that first time I thought they should all be made generals on the spot."

"There's a nice American cemetery there now. The *Saturday Evening Post* took a picture of it—remember? And we petitioned the *Post* to send a print of the picture back to Jimmy Boyle's mother in Taunton, Mass., so she could see how nice Jimmy's grave was fixed up. . . ."

. . . *Papitalai, Lombrum Point, Manus Island, Hauewi Island.* . . .

"The support battery gave our new rocket LCM, the Tarfu Maru, a real baptism of fire in the Admiralties," said S/Sgt Roger Wince, of South Bend, Ind. "Los Negros, Lombrum Point, Manus, Hauewi—we were in close support of all those landings—threw everything we had aboard the Tarfu at the Japs except our Coleman stove."

. . . *Pityilu Island, Lorengau, Yaleau Plantation, Talasea, Hollandia.* . . .

"Compared to what we'd been through before," S/Sgt Paul F. Broomhall, of Portsmouth, Ohio, said, "the Hollandia operation was a breeze. The support battery was assigned to the 532d for the operation, and the 532d was landing the 41st Infantry. But the Japs ran out on us, both when we hit the beach at Hollandia, and later, when we took a regiment from the 41st across Lake Sentani."

. . . *Tanahmerah Bay, Wakde.* . . .

"Best staging area the 542d ever had, Hollandia," The Voice from Brooklyn said. "Yeah. We got in on the 'revenuer's raid' the boys pulled off down there, so when we

brought our LCVP out to load aboard the LSM, we had her bilges loaded with bottles of saki.

"We got the Coast Guard crew of the LSM all half-stiff, with special attention to the galley personnel. So we ate well both days we were under way for Wakde."

"The night before the landing at Wakde they put all our small landing craft over the side, enough small boats from the 542d to make up six assault waves," T/5 Douglass C. Brush, of Lakewood, R. I., said.

"We didn't sleep much, not because Wakde was going to be anything new to us—Wakde was our fourth assault landing; but because of the shelling from the Navy and Aussie cruisers standing off the island, and from the 155's on the mainland. The shells sounded like freight trains going overhead. What a racket!"

"We loaded the 163d Infantry at Toem on the mainland early the next morning," said T/5 Patrick Nokes, of Seattle. "From the beach it was less than a half an hour's run to Wakde, where we didn't figure there was any resistance left after 12 hours of shelling. I remember I was leaning over the gunwale when I saw a lot of splashes in the water and said, 'Gee, look at the fish jump!'"

"Then the first wave began to pass us coming back out from the Wakde beach. Looked like they were radio-controlled; not a man visible. Then I knew it wasn't fish making those splashes."

"Me, I'm drinking a cup of coffee on the way in, and leaning on a writing table we'd built in the well deck," the V from B said. "I nearly fell on the deck when a slug knocked the table down. From then on into the beach all you could see aboard was humps and helmets."

"But when we dropped the ramp, the boys from the 163d took off like veterans right into everything the Japs had going—machine guns, mortars, small arms. The Japs even had one of our 20mm's going that they'd taken from an American plane knocked down on the island."

"It was one of those Twenty shells that hit Curley right in the chest," said Pfc Morris Sandberg, from Brooklyn.

"And that was where Brush got the Silver Star," Nokes cut in. "Bob Russell—he was the cox on Brush's LCVP—Russell got it in both legs."

"But first he yelled at us to get down, that we were getting heavy fire," Brush put in.

"Yes," Nokes said. "Then Brush took the wheel and finished the run into the beach, but while the troops were piking off, Brush was hit, too. By the time the engineer had the ramp back up again, he had a first aid bandage on, and ran the 'V' back to the aid station at Toem."

"It's a miracle they didn't get Frisbee—you know Bob Frisbee, that T/4 from Valley Park, Mo.," said the V from B. "He had the last boat in, in the last wave. When he dropped the ramp on the beach, the infantry scooted for the prone on the sand. Frisbee yelled at 'em to come back; they'd all forgotten their packs. And when they had those off, Frisbee saw that they'd left their grenades aboard."

"All this time the lead is zinging around Frisbee, and mortar shells dropping in the water alongside as the Japs felt for the range. Well, after Frisbee yelled at the infantry again to come back and get their grenades—which they did, his boat was riddled. It sank about 400 yards offshore."

"That wasn't much of a loss, since Frisbee's 'V' had about 16,000 miles on it by then, and we picked Frisbee and his crew out of the water right away. Only the engineer was wounded."

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"The infantry wasn't very far inland even when we came ashore on D-plus-one," said T/4 Anthony J. Castellano, of the Brigade's 562d Engineer Boat Maintenance Battalion. "The CO put two riflemen on the 'dozer Ken Persell—he's home now; with the 36 points for his kids he had a total of 117—was operating to clear us a maintenance beach and pile up sand jetties for the LSM's."

Sandberg strolled back into the circle with "Cocky," a bedraggled white cockatoo with pale green topknot, perched on his shoulder.

"If Cocky only had a bigger vocabulary, he could write a lot of the Brigade history," Sandberg said. "He's probably got more points than any of us—must be over 40, too. He came with the outfit while we were training at Rockhampton, Australia. Used to rate a T/4 but he nipped the CO on the fanny yesterday as he was coming out of the showers."

"Red alert! Red alert!" squawked Cocky.

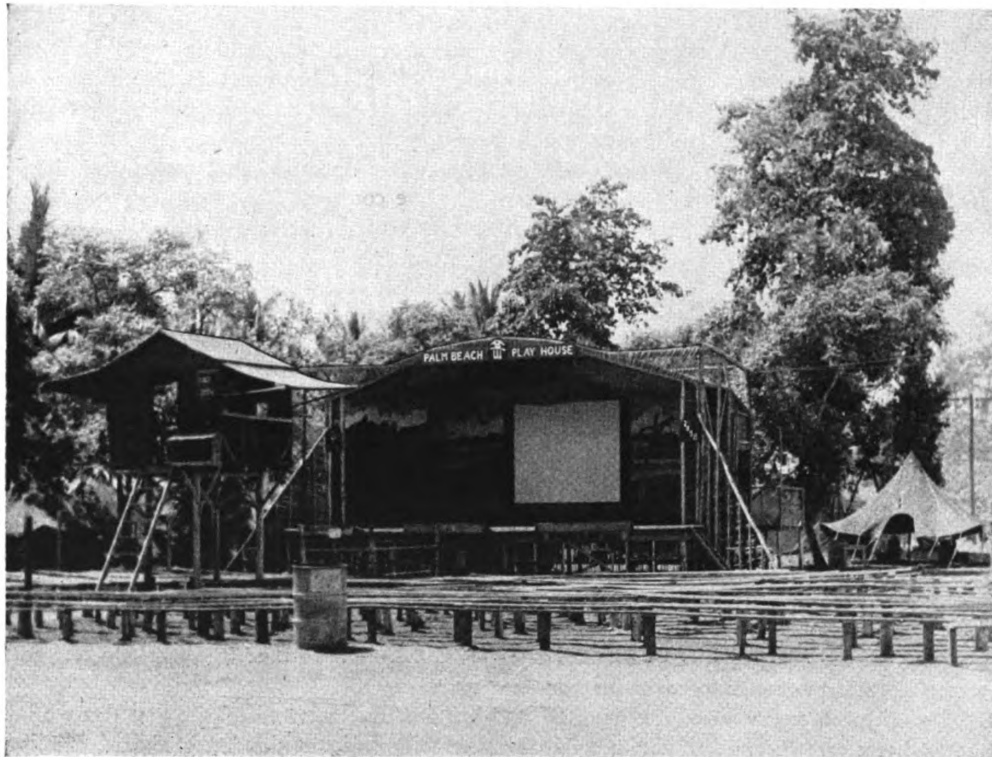
"See?" Sandberg said. "He remembers Wakde."

"The Jap bombing over Wakde was the most accurate I've ever seen," Castellano said. "Remember the night they dropped one on a dump of one thousand 1000-pound bombs? The whole island lifted three feet out of the water."

"The Japs weren't any more accurate there than anywhere else we've been," the V from B protested. "It was just that they couldn't miss if they hit the island, there was so much on it—troops, equipment, AA guns, planes, dumps."

"Remember that full-dress, full-of-saki, parade attack the Japs staged?" Brush asked. "It came about dusk on D-day. They marched over a crest about 200 yards inland

Palm Beach, Oro Bay, New Guinea. 542 Engineer Boat and Shore Regiment and 262 Medical Battalion Theater, built in late 1943.



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in company front, toward where an aviation engineer battalion had their trucks parked. The Japs killed three or four of the drivers, then rolled gas drums under the trucks and set them afire. Then set a whole fuel dump off with grenades, and touched off an ammo dump the same way.

"After they'd all been cut down we went up to have a look. They were all wearing wool uniforms—wool mind you, in that heat—with the buttons polished, and dress caps and leggings. They even had their shoes all polished. I knew they were peculiar all right, but that's the most peculiar thing I ever saw them do."

"Remember the Tor River operation?" asked T/4 John A. Walden, of San Francisco. "It was tough because it went on for so long—three weeks.

"The Tor was only about 100 yards wide but it ran right across the infantry route West to Maffin Bay from Toem. We were up there with two LCM's and a 'V' to ferry patrols across when the Japs still held the western bank. And we could only get in or out of the river across the bar at its mouth once a day—at high tide. Upriver about a mile was a strongly-held Jap barge base.

"The first four patrols we took across were driven back by heavy Jap fire. We tied up there against the eastern bank for about a week, under fire whenever the Japs felt like throwing a few slugs at us. And if they began to fire on us at night we had to pray for the infantry to drive them into the ground again with machine gun fire. We couldn't crawl up on the bank and get in a foxhole; the infantry had orders to shoot anyone moving above ground.

"Well, the fifth patrol we took across was able to drive the Japs back far enough to set up a perimeter, and we took part of a company of combat engineers across to start work on a bridge. The infantry knocked off the first Jap patrol to return, but that night 200 more Japs attacked the position.

"An engineer officer set fire to our ammo dump so we could see who we were shooting at, and we took our boat upriver to where we could bring our Fifties' to bear on the Jap flank. The attack was broken up, but the Japs kept right on trying during the nights that followed. Like I said, that was a tough three weeks. . . ."

"A lot of guys try to run down the Maffin Bay operation that came after that," the V from B said, "but it was a rough go, too."

"But Wakde," Castellano said, "I don't ever want to see that place again—or anything like it."

. . . *Demta, Wari, Biak, Noemfoor*. . . .

"The support battery took 30 Buffaloes and the Brigade rocket LCM's Tarfu Maru, Snafu Maru, and Fubar Maru in on the Noemfoor operation," T/4 William L. White, of Kansas City, Mo., said. "We crawled ashore to anchor the left flank of the 158th Infantry. Thirty Japs we hadn't seen coming ashore charged out of a shellhole about 25 yards away. We mowed 'em down with a Fifty'."

. . . *Wardo, Separi, The Philippines; Dinagat Island, Leyte at Palo, San Jose, Catbalogan, Ormoc and Palompon*. . . .

"For the Leyte operation," T/5 Kenneth A. Dittmayer, of Detroit, said, "the Susfu Maru had been added to the support battery, along with Elmer's Dream and a new rocket boat named The Hotbox. We furnished the close-in support while the Brigade's landing craft carried the 24th Division to the beach. After that we moved over to Cancabato Bay and set up a water perimeter to cover the San Jose strip from the West.

"Joe Morgan sawed the wing off one Jap plane with his Fifty' the first day we lay there. Later on we knocked down a Jap bomber with a demolition crew aboard heading

for the strip at about 300 feet altitude. The support battery's guns were the only guns that opened up on that bomber, because the pilot had asked for and received permission to land. They thought he was a Yank coming in."

. . . *Mindoro: Bongabong, Buena Vista, Poro Island, Ponson Island.* . . .

"Mindoro was the worst the support battery ever had it from the air," T/5 William F. Arnott, of Port Huron, Mich., said. "We averaged 23 attacks per day during the time we were lying out there in 'Iron Bottom Bay.' When we weren't standing to our guns, we were picking up the crews from the ships the Japs sunk.

"Air attack wasn't the only trouble the Japs gave us at Mindoro. They brought a naval task force in and shelled us for three and one-half hours from just outside the bay."

. . . *Marinduque Island, San Marcelino, Subic Bay, Nasugbu, Mariveles, Corregidor.* . . .

"I think the worst shore fire the support battery ever met came off Corregidor," S/Sgt Axtell said. "Corregidor was the oddest place I ever heard of to stage a college reunion, but Lt Don Davis had one there—and with a Jap, too.

"We picked this Jap up swimming away from Corregidor, and he turned out to have graduated from Pomona College out in California just a year after Lt Davis got his sheepskin there.

"The Jap said he shot his CO to escape, and when Lt Davis asked him what he thought of the war, the Jap said:

"'We are fighting a useless war that we can't win.'"

"The funny thing to me about Corregidor," said T/5 Rex C. Hammond, of Columbia, S. D., "was that we made the landing in support of the 503d Paratroop Battalion. We used to tangle with the 503d pretty regularly when we were in training down in Cairns, Australia. They were browned off because we wore paraboats.

"They seemed to be delighted to see us again when we brought the infantry ashore on The Rock. After that I got shunted off on the two screwiest operations I've seen yet—Caballo and Fort Drum.

"Caballo is that little rock island that lies a little less than two miles West of Corregidor. The 151st Infantry had sent a patrol over there while the Corregidor operation was still under way, but they'd found that they just couldn't get at the Japs holed in along Caballo's rocky spine.

"We went back up to Subic Bay and loaded aboard two of these Navy cubes that hold 1600 gallons each, along with 800 feet of four-inch invasion-type pipeline, and a couple of men from the 133d Engineers. Our coxwain, Bill Griffin—he's back home now in Centerville, Ala., on TDY—couldn't figure out at first what the hell they were going to do with our 'M.'"

"He found out soon enough when they pumped those tanks full of a mixture of diesel fuel and gasoline," said Pfc John W. Chaffee, of Richford, Vt. "It looked to me like a hell of a way to fight a war, but maybe I thought that way because it was my first operation, and I was scared."

"After we made fast to Caballo," Hammond said, "the boys from the 151st lined up along the bottom of the slope, so they could open up on any Nippies who popped out, as they did from time to time. There was no beach we could hang the 'M' on; Griffin had to hold her against the side of the island with the motors while she wallowed up to her catwalks in the sea because of the weight we were carrying."

"And all the while we lay there, the infantry boys were throwing slugs at the Japs

as they'd appear, the mortar shells the Japs were lobbing blind over the hill were dropping in the water around us, and the engineers up on the hill were coupling the pipeline together," Chaffee said.

"It seemed like hours to me before they got the pipe all coupled up, and the nozzle pointed at one of the vents. Then they coupled the pipeline to the pump between the tanks and in ten minutes we had poured the entire 3200 gallons in on the Japs. The 151st laid a mortar shell somewhere near the vent, there was a tremendous whoo-oo-sh! and flames and smoke shot 150 feet into the air."

"Next day we gave the island a double dose," Hammond said, "3200 gallons in the morning and 3200 in the afternoon. And the nice thing about the second day's treatment was that we added four drums of Jap alky to the mix. The Japs began firing immediately we came within range, but the 151st knocked them back into their holes again, and we resumed the hot oil treatments."

"One Jap surrendered to the infantry on the second day, while we were coupling up with the pump," Chaffee said. "He popped up on the crest mother-naked and came sliding down on his fanny. We got a good look at him when the infantry brought him over to the 'M' for safekeeping: he looked as though he'd caromed off every wall, floor and ceiling in the Caballo caves."

"He appeared when the water we used to prime the pump began to run out the nozzle of the pipe. At the same time we could hear the Japs inside chattering and gibbering, arguing about surrendering, maybe. This time when the mortar shell ignited the mix the first explosion was followed by eight or ten others at intervals of about five minutes. Ammo going up, I guess."

"Later we learned the Jap had told G-2 that there had been between 200 and 250 Japs on Caballo originally. So we gave it two more days of the hot oil treatment. After that there wasn't any more resistance left on Caballo."

"Fort Drum, that 'concrete battleship' in Manila Bay, was more of the same, except in the technical details," Hammond said. "A wooden drawbridge was built on the superstructure of an LSM, then laid down over the top of the thirty-foot walls of Fort Drum that come down sheer to the sea."

"And since a pipeline wouldn't lay against those sheer walls, we borrowed a four-inch firehose from the Manila fire department. But that wasn't very satisfactory either; it snagged and ripped on the reinforcement rods exposed when our shellfire crumbled the concrete along the top, and it burst when we first tried out the pump."

"Yes, and that oil-and-gasoline mix was sprayed all over the 'M,'" Chaffee added, "while the Japs were throwing incendiaries at us whenever they got the chance. You can see how scared I was, with that fuse burning away up above and the pump only running at half-speed."

"You see, the boys from the 113th Engineers had lit that fuse figuring on sucking the tanks dry in ten minutes as we'd done before, with the pumps running full speed. And that fuse connected with one 500-pound aerial bomb and 500 pounds of TNT. So finally the sergeant from the 113th went up and cut the fuse. Phew!"

"When everything was in working order again, the sergeant relighted the fuse, and in about 12 minutes we had 2000 of the 3200 gallons pumped into the rock. The sergeant decided that was about enough, and we shut off the pump. He began to uncouple the hose, but it stuck. All the time he was working on it, I was waving a knife over the hose and asking him:

"'Shall I cut it loose? Shall I cut?'"

"You see I was thinking about what the CO had told us before we went on the

Drum mission—that there's to be other Brigade craft standing by 'to pick up survivors.' And I didn't want to be that kind of a survivor. But the sergeant finally got the hose uncoupled, and we pulled off about 1000 yards to where the LSM had gone after we got the hose in place.

"Then all hell broke loose. Steel doors took off like P-38's when the first blast let go. The second blast rained pieces of the island all over Manila Bay, and when the third one let go, the whole island seemed to rise up like a hippopotamus, and then settle back down again.

"Nobody went on the island for three or four days—they had to wait for it to cool off."

. . . *Samar, Capul, Biri, Macarite, Puerto Princesa.* . . .

"By the time the infantry got to Puerto Princesa—they'd landed further up the bay and looped back around to take the air strip—we had the souvenir market cornered," said Cpl Charles Hathcock, Jr., of the 562d Engineer Boat Maintenance Battalion. "When the shelling began I guess the Japs didn't even wait for breakfast: we found an officers' mess table completely set, with hot rice on it.

"We found cases of ammo, Jap battle flags, weapons of all kinds and about a hundred cases of saki. Two months after the landing we were still picking up the Japs who had taken to the hills—miserable-looking specimens, starved and sick with malaria."

. . . *Burias, Ticao, Lamery, Romblon, Simara, Batangas, Tigbauan, Guimaras, Inampulugan, Cebu.* . . .

"Everybody in F Co. thought Cebu would be just another routine job of organizing beachheads," said Pfc John H. Rutherford, from Williams, W. Va., and the 542d EB & SR.

"By that time we'd been through a lot. Even when we were going in to the beach we thought the explosions we could see were only mortar shells. But we found something new had been added when we saw live men from the Americal Division lying in the water, unable to cross the beach, and those that had started across it lying dead beside huge craters. Helmets and packs were floating in the surf; 17 out of the 50 Buffaloes that had come ashore were knocked out and their crews dead.

"The beach was thick with mines."

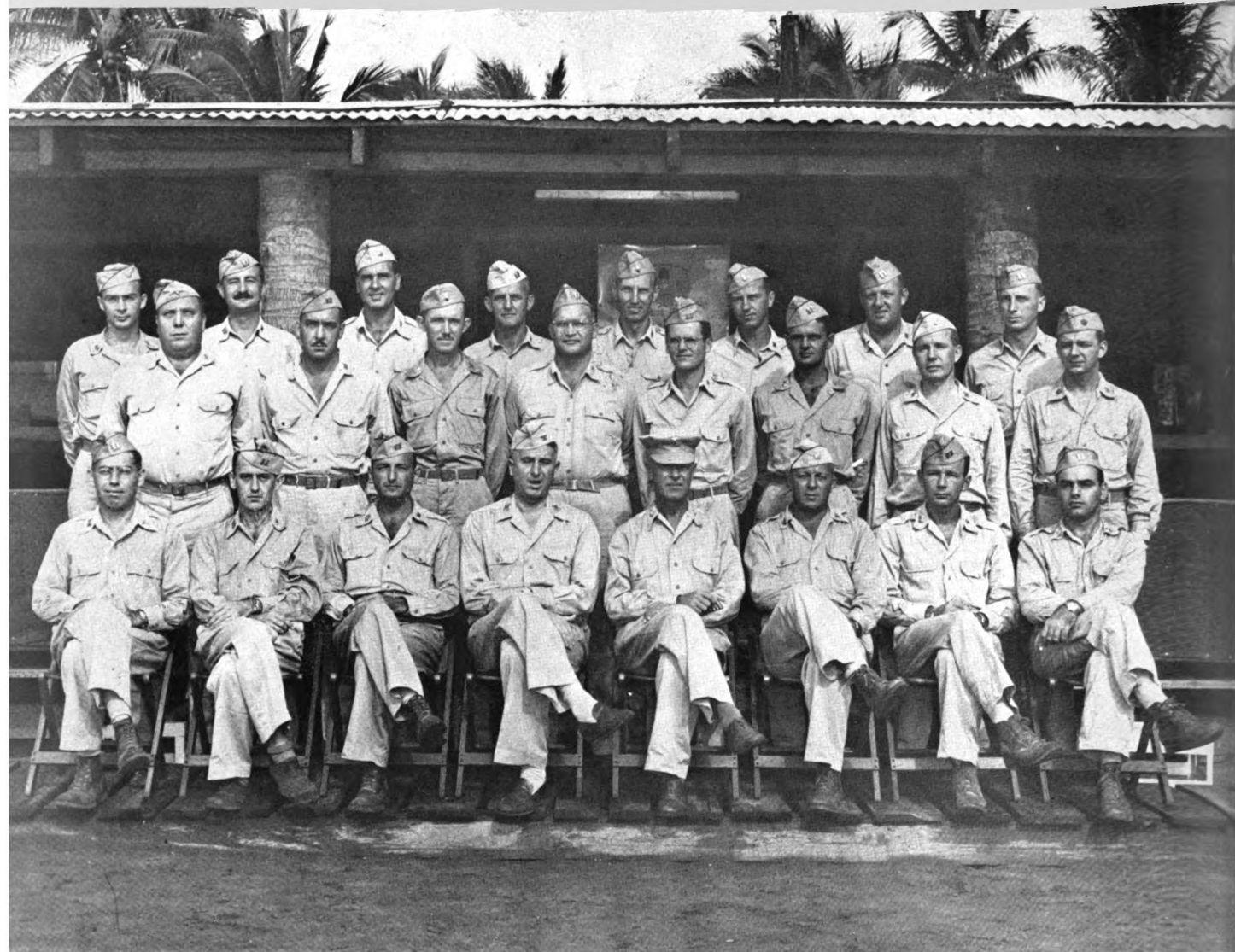
"Shore Battalion CP sent down immediate orders to leave the beach marking and preliminary organization to the Navy, and begin immediate clearance of the minefield," Lt Horace L. Cheek of Durham, N. C., said. "The infantry had mine detection equipment with them but it was useless because of the heavy concentration of iron ore in the ground, even in the sands of the beach.

"Our first job was to clear lanes so that the infantry could start moving inland. From the time we landed we were working under sniper fire from the trees and from a church steeple down in Cebu City. The weapons platoon brought in two snipers stripped to the buff, I remember, and other snipers opened up on their own men from the trees."

"Those snipers," Pvt Alfred W. Thompson, of Blakely, W. Va., said in an exasperated tone. "They cut down on me and Nagy while we were taking out a couple of detonators. I flopped flat on my face. When I got up again I began to shake like a jitterbug because I had just missed the detonator of another buried mine by about an inch."

"I dove into a foxhole," said Pfc John Nagy, of Cleveland, Ohio. "Right between two live mines. . . .

"After that I kept a clear spot in mind to dive for when they opened up on us again. Lots of guys say Jap snipers are poor shots, but I've seen too many men killed by Jap snipers to believe that."



1 July 1945. Special Staff of the Headquarters, 2d Engineer Special Brigade, veterans of eighty-two amphibious combat landings in the New Guinea, Bismarck Archipelago and the Philippine Islands, take time out for a group photo with their Commanding General, William F. Heavey, just prior to his departure for a well-earned rest in the United States. Officers shown in the photo include:

Bottom Row; left to right: Capt. Perry B. Klein, Houston, Texas, (Med. O.); Capt. Charles D. Whittaker, Columbia, S. C., (CWO); Capt. Richard Ives, Mason City, Iowa, (Asst. S-3); Col. Benjamin C. Fowlkes, Selma, Ala., (Ex. O.); Brig. Gen. William F. Heavey, Washington, D. C. (Commanding General); Maj. Paul H. Jacobs, Hastings, Neb., (IGD); Capt. Clinton L. Ummel, Panora, Iowa, (Dental O.); Capt. William E. Galvin, Little Rock, Ark., (Chaplain).

2nd Row; Standing: left to right; CWO Charles G. Walker, Olyphant, Ark., (Pers. O.); Capt. Harlie M. Goss, Williams, Arizona, (Asst. S-4); 2d Lt. John M. Clonan, Bronx, N. Y., (Asst. S-4); Capt. James L. Thompson, Fargo, N. D., (Sig. O.); Capt. Richard A. Mullens, Laramie, Wyoming, (Fin. O.); Capt. Milton O. Spelts, Jr., Lincoln, N.b., (Aide-de-camp); 1st Lt. Charles F. Rogers, Brookline, Mass., (Asst. Fin. O.); Major Robert F. McCrea, Bloomington, Ind., (I & E O.).

Top Row; Standing: left to right: Capt. Sidney D. Rogers, Raleigh, N. C., (S-1); Capt. Mortimer A. Clift, Great Neck, N. Y., (S-2); Lt. Col. Karl W. Blanchard, Joplin, Missouri, (S-3); Capt. James R. Virtue, Buffalo, N. Y., (Ord. O.); 1st Lt. Clifford F. Kluck, Oklahoma City, Okla, (Postal O.); 1st Lt. James E. Moore, Ogdensburg, N. Y., (Adjutant); Capt. Clyde D. Stafford, Oak Park, Ill., (Comdt.); Capt. William R. Ryan, Ottine, Texas, (QM O.).

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"We had whole areas of the beach cleared by the end of the first day," said Pfc Steve Sabo, of Apollo, Pa., "and most of the rest of the mines marked. What gave me the worst shakes I had all day was stepping on a mine detonator square and hard. It didn't go off because it had been bent over by a Buffalo track. After that I had to sit down for a couple minutes; it only takes four or five pounds pressure to set one of those detonators off."

"It was a hasty field," Lt Cheek said. Originally a Brigade enlisted man, the lieutenant is a Brisbane OCS graduate.

"The mines were mostly homemade jobs, armed with B-1-A tail fuses—the inertia type, C-3-A push-type fuses, and 75mm. artillery shell fuses. Even so, if the Japs had left anything more than a few snipers behind they could have given us one hell of a lot of trouble.

"That was just a sample for all of us of the kind of mine-laying the Japs will give us from now on. Up to now they haven't had the terrain for extensive minelaying, but boys, it will be ideal for mines from here on in to Tokyo."

"Remember Schwartz, Lieutenant?" Nagy asked. "You know: Norm Schwartz, from Cleveland. He came into breakfast on D-plus-one absolutely green. Most of us slept in foxholes, but he swung a hammock. And when he rolled out in the morning he found that his fanny had been swinging back and forth all night about six inches above the detonator on a 500-pound aerial bomb that was buried there."

"That first night ashore on Cebu wasn't too bad," Rutherford said. "Only two Jap planes came over. In fact, we took them for P-61's until they began dropping their eggs inland, and diving on the ships out in the straits. The Japs don't come up with the kind of air opposition anymore that we used to get in the early days on New Guinea."

"I'll never forget that second day when a captain brought some Quartermaster troops ashore right across the last uncleared area on the beach. I was off down the beach aways and when I yelled and hollered at them they couldn't hear me; the area was taped off, too. When I got back there again I counted 25 live mines in between the marks of their footsteps.

"Things like that happen sometimes. Eldon Kirk, that kid from Washington Court-house, Ohio, he ran his 'dozer right over a live mine, but the flanges kept the track from operating the detonator."

"How about that job you did for the artillery, Mann?" Nagy asked. "Got a Bronze Star for it, didn't you?"

"Yes," T/5 Thomas K. Mann, from Glenrose, Texas, said. "It was just a job the 57th Engineers didn't have the equipment to do, so they called on us. They had these Nineties ashore but no way to get them into firing position up on top a small mountain. So I pulled it up with my cat'.

"They said I was under sniper fire while we were digging the Ninety' in but I couldn't know about that, because the cat' made too much noise. But when I hauled that second Ninety' up that 3000-foot trail I had to dive off a couple of times because they were throwing mortar fire at me. I started to dig in the second Ninety, but the artillery called it off when the mortar fire got too heavy. Said it was a job for a combat cat. I think so too."

"After the first week," Nagy said, "it was just the old routine again: Moving supplies up, clearing a camp area, taking the mines out of the streets and clearing away the debris.

"But since then I've been organizing a little romance in my spare time. Cebu City is the best deal we've had since we left Australia in '43."

. . . *Mactan, Pulupandan, Legaspi, Masbata, Bacon, Incena, Busuanga, Tagilaran, Batan Island, Lipata, Rapu, Dimasalang, Carabao, Danao, Dumaguete, Catmon, Sogod, Pasaoa, Macajalar Bay.* . . . The China coast? Tokyo Bay?

EPILOGUE

Now it can be told! At the time of the Japanese surrender the 2d Engineer Special Brigade was preparing to take its accustomed place in the front line of the great assault on the home islands of the Empire. At first it appeared that the enemy's precipitate surrender would deprive our Amphibious Engineers of the trip to the land of the cherry blossoms which had been their goal for so long. But when the troop lists were made up for the occupation of Japan, the 2d Engineer Special Brigade was one of the first units on the list. First of the seaborne troops to land in Japan were units of the 1st Cavalry Division and the 592d Engineer Boat and Shore Regiment—the same units that had first joined forces in New Guinea to invade the Admiralties and later had been teamed in the first invasion of the Philippines at Leyte. Accompanying them was the 112th Cavalry Regimental Combat Team, our old comrades of the rugged days of Arawe.

In due order the other units of the 2d Engineer Special Brigade followed. One regiment, the 532d Engineer Boat and Shore Regiment, participated in landing in Korea, thus becoming the only 2d Engineer Special Brigade unit to land on the mainland of Asia. At the time this manuscript went to the printer, the 2d Engineer Special Brigade had reached its goal—Tokyo.

Much water had flowed under our bows since the 2d Engineer Special Brigade was activated only a little over three years before. We had crossed a continent and the greatest of the oceans to a new land, where we found new friends and faithful Allies. We had participated in a new and unique form of warfare—amphibious warfare—under fantastic conditions. Our advance from Morobe in British New Guinea, where our first combat mission had staged for Nassau Bay, spanned 4,300 miles.

Our boats had carried over 2,000,000 passengers, 1,500,000 tons of cargo, and had traveled over 4,500,000 boat miles doing it. We had made 82 combat landings and had landed with fifteen different assault divisions, including one Marine Division and three Australian Divisions, and had functioned under Navy as well as Army command. We had been the first to use DUKWs, Buffaloes and barrage rockets in this theater and had invented and perfected our own anti-aircraft defense in the LCM Flak Boats. At least fifty Jap planes and their crews had fallen victim of our AA guns. Eight times elements of the Brigade performed so gallantly in action that they were awarded Presidential Unit Citations.

Units of the Brigade participated in five official campaigns as follows:

East Indies	Northern Solomons
New Guinea	Southern Philippines
Bismarck Archipelago	Luzon

The 2d Engineer Special Brigade furnished units for the occupation of both Japan and Korea.

Such journeys have their price. In the long miles from Oro Bay to Tokyo, the landing beaches have almost every one claimed a share of that "last full measure of devotion" that every Amphibian had stood ready to offer along every mile of the road. The rows of white crosses in the beachheads almost invariably included the last resting place of one or more Amphibian soldiers. Their sacrifice will always be remembered by their comrades of the 2d Engineer Special Brigade who know better than any that, but for their devotion, the long road could never have been traveled to the victorious end.

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC
Office of the Chief Engineer

31 August 1945
APO 500

TO THE OFFICERS AND MEN OF THE CORPS OF ENGINEERS:

To you belongs a full measure of the victory attained by our forces.

Your task has been not only vitally important to our combined operations but also a difficult, hazardous and gruelling one.

Our amphibian engineers have performed gallantly and outstandingly in landing our assault forces and effecting their subsequent close combat support on over 150 successful major and minor amphibious operations in the Southwest Pacific.

Our combat engineers have, often under fire, ably assisted the operations of our combat forces in mine clearing, combined attack on enemy defensive positions, rapid construction of roads and bridges, and on all other types of engineer work.

Our basic construction units have performed miracles in transforming virtually overnight, jungle, swamp and mountainous terrain into depots, airdromes, hospitals and camps. Aladdin-like, you have created major ports and bases, without which our air operations and forward movement would have been impossible.

Our engineer supply forces have, under greatest difficulty, surmounted the impossible in procuring, handling and providing the millions of tons of hundreds of thousands of items of engineer equipment and supplies, required for this gigantic engineer effort.

Our maintenance units have kept this vast engineer work potential functioning by efficient maintenance of many millions of horsepower capacity of engineer equipment, without which our task could not have been performed.

Our topographic units have charted a vast, relatively unknown section of the world and provided hundreds of millions of maps to guide our forces through what otherwise would have been a dark unknown.

Our engineer planning and supervisory headquarters have, with high success, borne a heavy responsibility in their planning and subsequent, continued supervision of these difficult tasks.

Each of you has done his part well. With a failure or omission of any of these important cogs, our entire machine and the operations they support, would not have functioned.

And let us all pay a silent tribute to those of our ranks who gave their lives in the execution of these tasks.

To each of you of all ranks I tender my deepest appreciation for your magnificent effort, my pride in you for your outstanding performance and my best wishes for your continued well-being and success.

HUGH J. CASEY,
Major General, U. S. Army
Chief Engineer

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"THE ROAD TO TOKYO"

At Oro, Nassau Bay, and Lae,
White crosses on the beachhead show
The resting place of those we know
Who led the way.

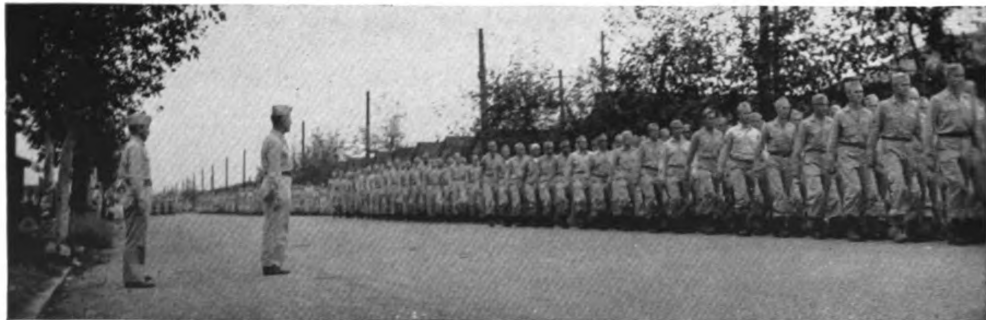
At Scarlet Beach, and Arawe,
Cape Gloucester, and on Negros Isle,
Let's stop and pray a little while,
In memory.

On Wakde, and by Mokmer Drome,
You'll find the bravest and the best
Lie there eternally at rest.
They'll not go home.

We landed at Leyte in the fall,
Ormoc and Biri took their toll
As we pressed forward to our goal:
Some gave their all.

Only their comrades really know
How gallantly they led the way,
Along the road from Nassau Bay—
To Tokyo.

Final Review—Yokohama, October 2, 1945



Appendices

- I. THE BRIGADE SCORE BOARD
- II. THE WAR DIARY
- III. UNIT COMMANDERS
- IV. DECORATIONS AND CITATIONS
- V. COMMENDATIONS
- VI. CASUALTIES
- VII. SMALL SHIPS SECTION
- VIII. NEWS SECTION

2nd ENGINEER SPECIAL BRIGADE



532 EBSR 592 EBSR
 542 EBSR 562 EBM BN
 262 MED BN 287 SIG CO
 416 ASF BAND HQ CO 2 ESB QM HQ & HQ CO
 SUPPORT BTRY MED DET 2 ESB 162 ORD MAINT CO
 189 QM GAS CO 5204 AMPH TRK CO 695 QM TRK CO 3498 ORD MM CO

NEW GUINEA

SALAMAUA
 NASSAU BAY
 TAMBU BAY
 SALAMAUA

FINSCHHAFEN
 * FINSCHHAFEN
 SIO

HOLLANDIA
 * HOLLANDIA
 TANAMERAH
 DEMA
 WARI

SCHOUTEN ISLANDS
 * BIAK (BOSNEK)
 KORIM BAY
 WARD
 SOEPIORI ISLAND

LAE
 * LAE
 TAMI ISLANDS

SAIDOR
 SAIDOR
 YALEAU

SARMI - WAKDE
 TOEM
 * WAKDE ISLAND

NOEMFOOR
 KAMIRI
 NAMBER

BISMARCK ARCHIPELAGO

ARAWA
 ARAWA
 CAPE GLOUCESTER
 CAPE GLOUCESTER
 TUALI
 LONG ISLAND
 TALASEA

ADMIRALTY ISLANDS
 * LOS NEGROS ISLAND
 PAPITALAI
 LOMBRUM POINT
 LORENGAU
 HAUWEI ISLAND
 PITYILU ISLAND

PHILIPPINE ISLANDS

LEYTE
 TACLOBAN
 LILUAN
 PINAMPOAN
 * ORMOG
 PALOMPON

SAMAR
 CATBALOGAN
 LLORENTE
 ALLEN

CAMOTES
 PORO
 PONSON

SAN BERNARDINO
 STRAIT
 CAPUL ISLAND
 MACARITE ISLAND
 BIRI ISLAND

MINDORO
 SAN JOSE
 APO ISLAND
 BONGABONG
 MARINDUQUE
 BUENA VISTA
 CENTRAL VISAYAS
 BURIAS
 TICAO
 ROMBLON
 SIMARA
 MASBATE
 LIPATA POINT

PALAWAN
 PUERTO PRINCESA
 BUSUANGA ISLAND

LUZON
 SAN MARCELINO
 SUBIC BAY
 NASUGBU
 BATAAN
 * CORREGIDOR
 LEMERY
 CABALLO ISLAND
 LEGASPI
 BACON
 LUCENA
 BATAN ISLAND
 RAPURAPU ISLAND
 CARABAO ISLAND
 FORT DRUM
 PASACAO
 MAUBAN
 REAL
 INFANTA
 DINGALEN BAY

CEBU
 TALISAY - CEBU CITY
 DANA
 CATMON POINT
 SOGOD

PANAY
 TIGBAUAN - ILOILO
 GUIMARAS ISLAND
 INAMPULUGAN ISLAND

NEGROS
 PULUPANDAN
 DUMAGUETE

BOHOL
 TAGBILARAN

MINDANAO
 MACAJALAR BAY

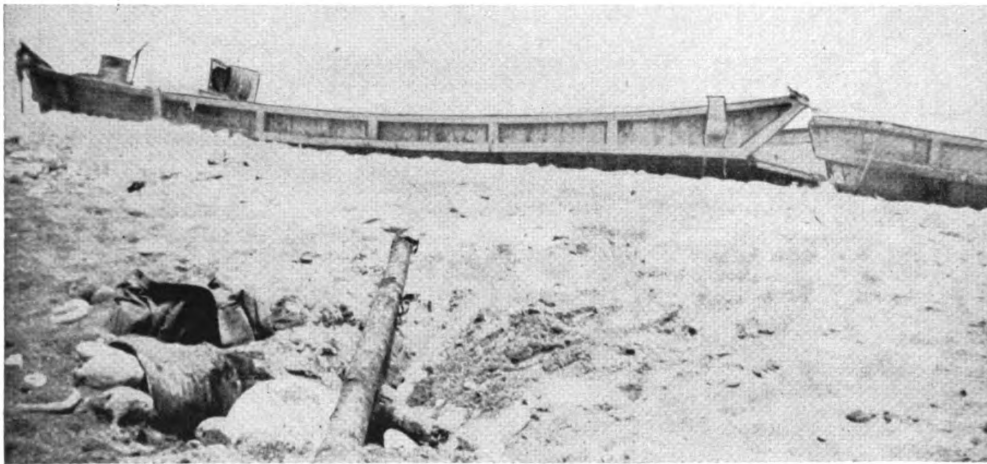
JAPAN - 2 SEPT. 1945

KOREA - 8 SEPT. 1945

* PRESIDENTIAL UNIT CITATION WAS AWARDED FOR THIS LANDING



Arawe, New Britain, 15 December, 1943. LCM Crew of Co. "B", 592 EBSR continue their drive to shore under Jap air attack.



Jap Barges at Finchhafen destroyed by Van Hoy.

War Diary

Appendix II

1942

20 June. 2d Engineer Amphibian Brigade, consisting of Headquarters, Headquarters Company, 592d Engineer Boat Regiment, 562d Engineer Company (Maintenance), 262d Medical Battalion, 162d Ordnance Platoon, 362d Quartermaster Battalion, and the 532d Engineer Shore Regiment, activated at Camp Edwards, Massachusetts, per General Order #8, Headquarters, Engineer Amphibian Command.

2 July. 562d Engineer Company (Maintenance) redesignated the 562d Boat Maintenance Company per letter, WD File AG 320.2, dated 2 July 1942.

17 July. 287th Signal Company, Amphibian, activated and assigned to 2d Engineer Amphibian Brigade, per General Order #17, Headquarters, Engineer Amphibian Command, dated 17 July 1942.

6 August. Colonel William F. Heavey assumed command.

10 September. Colonel William F. Heavey promoted to Brigadier General.

17 September. Company B, 362d Quartermaster Battalion redesignated Company B, 362d Ordnance Battalion (Quartermaster), effective 1 August 1942, per General Order #47, Headquarters, Engineer Amphibian Command, dated 7 September 1942.

1 October. 592d Engineer Boat Regiment and 532d Engineer Shore Regiment redesignated the 592d and 532d Engineer Amphibian Regiments. 542d Engineer Amphibian Regiment activated and assigned to 2d Engineer Amphibian Brigade, per General Order #54, Headquarters, Engineer Amphibian Command, Dated 1 October.

15 October. 2d Engineer Amphibian Brigade, less the 542d Engineer Amphibian Regiment, moved by rail from Camp Edwards, Massachusetts, to Camp Carrabelle, Florida.

4 November. Company B, 362d Ordnance Battalion (Quartermaster) redesignated the 3498th Ordnance Medium Maintenance Company, (Quartermaster).

7 November. 2d Engineer Amphibian Brigade, less 542d Engineer Amphibian Regiment, moved by rail from Camp Carrabelle, Florida, to Fort Ord, California.

8 November. 542d Engineer Amphibian Regiment moved by rail from Camp Edwards, Massachusetts, to Fort Ord, California.

1943

24 January. Headquarters and Headquarters Company, 562d Engineer Boat Maintenance Company, and 532d Engineer Amphibian Regiment sailed from San Francisco Port of Embarkation for Australia.

28 January. 542d Engineer Amphibian Regiment sailed from San Francisco Port of Embarkation for Australia.

13 February. 162d Ordnance Platoon and 362d Quartermaster Battalion left San Francisco Port of Embarkation for Australia.

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18 February. 592d Engineer Amphibian Regiment, 3498th Ordnance Medium Maintenance Company, and the 287th Signal Company left the San Francisco Port of Embarkation for Australia. 542d Engineer Amphibian Regiment arrived at Brisbane, Australia.

22 February. 542d Engineer Amphibian Regiment, 287th Signal Company, and the 3498th Medium Maintenance Company left Brisbane by rail for Rockhampton.

23 February. Headquarters and Headquarters Company, 562d Engineer Boat Maintenance Company, and the 532d Engineer Amphibian Regiment arrived at Townsville, Australia.

25 February. 262d Medical Battalion left the San Francisco Port of Embarkation for Australia.

4 March. 542d Engineer Amphibian Regiment left Brisbane by rail for Rockhampton, Australia.

8 March. 362d Quartermaster Battalion and the 162d Ordnance Platoon arrived at Brisbane, Australia.

11 March. 362d Quartermaster Battalion and 162d Ordnance Platoon left Brisbane for Rockhampton, Australia.

23 March. 262d Medical Battalion arrived at Brisbane, Australia.

29 March. 262d Medical Battalion left Brisbane by rail for Rockhampton, Australia.

10 May. Provisional Lighter Company, consisting of 10 officers and 86 enlisted men, organized and moved from Brisbane to Port Moresby, New Guinea. This company manned ten LCMs, first 2d ESB craft to reach New Guinea.

25 May. Beadsman Base Detachment organized with Lieutenant Colonel Keyes commanding.

28 May. Provisional Battalion, 532d Engineer Amphibian Regiment, was organized and moved to Milne Bay, New Guinea, under the command of Major Rising.

13 June. Provisional Battalion, 532d Engineer Amphibian Regiment, moved from Milne Bay, New Guinea, to Oro Bay, New Guinea.

14 June. Beadsman Base Detachment sailed from Cairns, Australia, for Samarai, New Guinea. Headquarters and Headquarters Company, 2d Engineer Special Brigade, 287th Signal Company, Headquarters and Headquarters Detachment, 262d Medical Battalion, Company B, 262d Medical Battalion, and 592d Engineer Boat and Shore Regiment moved by rail from Rockhampton to Cairns, Australia.

18 June. Provisional Battalion, 532d Engineer Amphibian Regiment, sustained severe bombing raid at Oro Bay, New Guinea; one enlisted man killed and 4 wounded, the brigade's first battle casualties.

30 June. Provisional Battalion, 532d Engineer Amphibian Regiment, consisting of Companies A and D, 532d Engineer Amphibian Regiment with attached medical troops landed elements of the 41st Infantry Division at Nassau Bay, New Guinea. 21 LCVs, 1 LCM were lost in surf.

1 July. 1 officer and 6 enlisted men killed in action and 8 enlisted men wounded in action at Nassau Bay, New Guinea.

4 July. 2d Engineer Amphibian Brigade redesignated the 2d Engineer Special Brigade; 562d Engineer Boat Maintenance Company redesignated the 562d Engineer Boat Maintenance Battalion; 162d Ordnance Platoon redesignated the 162d Ordnance Maintenance Company;

Headquarters and Headquarters Company, 362d Quartermaster Battalion, redesignated the Quartermaster Headquarters and Headquarters Company, 2d Engineer Special Brigade; Company A, 362d Quartermaster Battalion, redesignated the 189th Quartermaster Gasoline Supply Company; Company C 362d Quartermaster Battalion, redesignated the 695th Quartermaster Truck Company; and the 3498th Ordnance Medium Maintenance Company assigned to the Southwest Pacific Area and attached to the 2d Engineer Special Brigade. 592d Engineer Amphibian Regiment, 532d Engineer Amphibian Regiment, and 542d Engineer Amphibian Regiments redesignated the Engineer Boat and Shore Regiments. 2d Engineer Special Brigade Support Battery (Provisional activated at Oro Bay, New Guinea, under the command of Captain (then 1st Lt) Walter D. Beaver.

13 July. 5204th Amphibian (Provisional) Truck organized with Captain Robert B. Sheldon Commanding.

20 July. 532d Engineer Boat and Shore Regiment, less Companies A and D, moved by ship to Oro Bay, New Guinea, trans-shipped to LCMs and LCVs, and moved to Morobe, New Guinea. 532d Task Group landed on Coan Beach, Tambu Bay, New Guinea.

31 July. 542d Engineer Boat and Shore Regiment and Company C, 262d Medical Battalion, left Rockhampton, Australia, for Oro Bay, New Guinea.

5 August. Quartermaster Headquarters and Headquarters, Company, 2d Engineer Special Brigade, 695th Quartermaster Truck Company, 189th Quartermaster Gas Company, left Rockhampton by rail for Cairns, Australia.

10 August. Headquarters and Headquarters Detachment, 262d Medical Battalion, left Cairns, Australia, for Oro Bay, New Guinea. Company B, 262d Medical Battalion, left Cairns, Australia, for Morobe, New Guinea.

11 August. Advanced Headquarters, 2d Engineer Special Brigade, left Cairns, Australia, by air for Oro Bay, New Guinea.

13 August. 532d Provisional Battalion relieved at Nassau Bay, New Guinea, and Tambu Bay, New Guinea, by Provisional Battalion, 542d Engineer Boat and Shore Regiment.

14 August. 287th Signal Company and the 162d Ordnance Company left Cairns, Australia, for Oro Bay, New Guinea.

16 August. Beadsman Base Detachment inactivated.

1 September. Provisional Lighter Company inactivated.

4 September. 532d Engineer Boat and Shore Regiment made an initial landing at Salamaua, New Guinea.

11 September. 532d Engineer Boat and Shore Regiment, Company B, 262d Medical Battalion, landed elements of 9th Australian Division at Lae, New Guinea.

22 September. 532d Engineer Boat and Shore Regiment, plus Detachment Co B, 262d Medical Battalion, landed elements of the 9th Australian Division at Finschhafen, New Guinea.

3 October. Elements of 532d Engineer Boat and Shore Regiments landed at Tami Island, New Guinea.

20 October. 592d Engineer Boat and Shore Regiment, Rear Echelon, Headquarters and Headquarters Company 2d ESB, Medical Detachment, 2d ESB, Headquarters and Headquarters Detachment and Company A, 262d Medical Battalion, Quartermaster Headquarters and

Headquarters Company, 2d ESB, 695th Quartermaster Truck Company, 189th Quartermaster Gas Company, 3498th Ordnance Medium Maintenance Company, moved by water from Cairns, Australia, to Oro Bay, New Guinea.

25 October. 695th Quartermaster Truck Company relieved from attachment to 2d Engineer Special Brigade.

10 November. 542d Engineer Boat and Shore Regiment moved from Oro Bay, New Guinea, to Lae, New Guinea.

15 December. Elements of the 592d Engineer Boat and Shore Regiment landed the 112th Cavalry Regiment at Arawe, New Britain.

26 December. 592d Engineer Boat and Shore Regiment landed troops from the 1st Cavalry Division at Tuali, New Britain, and Cape Gloucester, New Britain. Company D, 592d Engineer Boat and Shore Regiment landed at Long Island, New Britain.

1944

2 January. Companies B and C and Shore Battalion of the 542d Engineer Boat and Shore Regiment and Company C, 262d Medical Battalion made an initial landing at Saidor, New Guinea.

14 January. 532d Engineer Boat and Shore Regiment made initial landing at Sio, New Guinea.

28 February. 592 made initial landing at Los Negros, Admiralty Island.

2 March. 592d Engineer Boat and Shore Regiment made initial landings at Hyane Harbor, Papitalai, Lombrum Point, Manus Island, Haewei Island, Pityilu Island, and Lorengau, Admiralty Islands.

5 March. 542d Engineer Boat and Shore Regiment made initial landing at Yaleau Plantation, New Guinea.

6 March. 592d Engineer Boat and Shore Regiment made an initial landing at Talasea, New Britain.

8 March. Company B, 592d Engineer Boat and Shore Regiment, moved from Arawe, New Britain, to Oro Bay, New Guinea.

27 March. Company B, 262d Medical Battalion, moved from Oro Bay, New Guinea, to Cape Cretin, New Guinea.

5 April. Headquarters and Headquarters Company Medical Detachment, 2d Engineer Special Brigade, 287th Signal Company, 162d Ordnance Company, and Quartermaster Headquarters and Headquarters Company moved by water from Oro Bay, New Guinea, to Finschhafen, New Guinea.

22 April. 532d Engineer Boat and Shore Regiment and Company A, 562d Engineer Boat Maintenance Battalion, made initial landing at Hollandia, Dutch New Guinea. 542d Engineer Boat and Shore Regiment, Company C, 262d Medical Battalion, and Company B, 562d Engineer Boat Maintenance Battalion, made initial landing at Tanahmerah Bay, Dutch New Guinea.

28 April. 542d Engineer Boat and Shore Regiment made initial landing at Demata, Dutch New Guinea.

3 May. Company A, 542d Engineer Boat and Shore Regiment, made an initial landing at Wari, Dutch New Guinea.

4 May. Headquarters and Headquarters Company and Company B and C Engineer Boat Maintenance Battalion arrived at Hollandia, Dutch New Guinea.

17 May. Elements of the 542d Engineer Boat and Shore Regiment landed the 163d Infantry at Toem, Dutch New Guinea.

18 May. 542d Engineer Boat and Shore Regiment made an initial landing on Wakde Island, Dutch New Guinea.

26 May. Company A, 562d Engineer Boat Maintenance Battalion redesignated 1458th Engineer Maintenance Company; Company B, 562d Engineer Boat Maintenance Battalion, redesignated 1459th Engineer Maintenance Company; Company C, 562d Engineer Boat Maintenance Company, redesignated 1460th Engineer Maintenance Company; and 2d Platoon, Company C, 562d Engineer Boat Maintenance Battalion, redesignated 1762d Engineer Parts Supply Platoon.

27 May. 542d Engineer Boat and Shore Regiment made initial landing at Bosnek, Biak Island, Schouten Islands.

29 May. 2d Engineer Special Brigade Support Battery evacuated troops of the 162d Infantry Regiment under heavy fire.

2 June. 542d Engineer Boat and Shore Regiment made initial landing at Owi Island and Woendi Island, Dutch New Guinea.

3 June. 542d Engineer Boat and Shore Regiment, plus Detachment 1459th Engineer Maintenance Company, made initial landing at Korim Bay, Biak, Dutch New Guinea.

7 June. 2d Engineer Special Brigade Support Battery landed two companies of 162d Infantry Regiment at Mokmer Air-Drome, New Guinea.

2 July. 2d Engineer Special Brigade Support Battery made initial landing on Noemfoor Island, Dutch New Guinea.

12 July. Shore Battalion of the 592d Engineer Boat and Shore Regiment moved from Hollandia to Toem, Dutch New Guinea.

3 August. Elements of the 542d Engineer Boat and Shore Regiment made initial landing at Sawoeri, Biak, Dutch New Guinea.

17 August. 542d Engineer Boat and Shore Regiment landed troops of the 186th Infantry Regiment at Wardo, Biak Island, Dutch New Guinea.

24 August. 542d Engineer Boat and Shore Regiment made initial landing at Soembiari Island, Dutch New Guinea.

13 September. 5204th Amphibian Truck Company (Provisional) inactivated.

20 October. 2d Engineer Special Brigade, less the 1459th Engineer Maintenance Company, Co B, 262d Medical Battalion and the 542d Engineer Boat and Shore Regiment, made an initial landing at Palo, San Jose, and Liloan, Leyte, Philippine Islands.

22 October. 592d Engineer Boat and Shore Regiment made an initial landing at Catbalogan, Samar, Philippine Islands.

15 November. 592d Engineer Boat and Shore Regiment made an initial landing at Pinamopao, Leyte, Philippine Islands.

18 November. Company A, 542d Engineer Boat and Shore Regiment, arrived at Red Beach, Leyte, Philippine Islands.

7 December. 592d Engineer Boat and Shore Regiment made an initial landing at Ormoc, Leyte, Philippine Islands.

15 December. 532d Engineer Boat and Shore Regiment, with the 1st Platoon of the 1458th Engineer Maintenance Company, made an initial landing at San Jose, Mindoro, Philippine Islands.

21 December. 532d Engineer Boat and Shore Regiment made an initial landing on Apo Island, Mindoro, Philippine Islands.

25 December. 592d Engineer Boat and Shore Regiment made an initial landing at Palompon, Leyte, Philippine Islands.

1945

1 January. 532d Engineer Boat and Shore Regiment made an initial landing at Bongabong, Mindoro, Philippine Islands.

3 January. 532d Engineer Boat and Shore Regiment made an initial landing at Buena Vista, Marinduque, Philippine Islands.

15 January. 592d Engineer Boat and Shore Regiment made an initial landing on Poro Island, Philippine Islands.

18 January. 592d Engineer Boat and Shore Regiment made an initial landing on Ponson Island, Philippine Islands.

29 January. 592d Engineer Boat and Shore Regiment, with the 1460th Engineer Maintenance Company, made an initial landing at San Marcelino, Luzon, Philippine Islands.

31 January. 592d Engineer Boat and Shore Regiment made an initial landing at Nasugbu, Luzon, Philippine Islands.

7 February. Company B, 262d Medical Battalion, 1459th Engineer Boat Maintenance Company, and the 542d Engineer Boat and Shore Regiment, less Company A, arrived at Tacloban, Leyte, Philippine Islands.

15 February. 592d Engineer Boat and Shore Regiment made an initial landing at Mariveles, Bataan, Luzon, Philippine Islands.

16 February. 592d Engineer Boat and Shore Regiment made an initial landing on Corregidor Island, Philippine Islands.

19 February. 542d Engineer Boat and Shore Regiment made an initial landing at Allen, Samar and Capul Island, Philippine Islands.

20 February. 542d Engineer Boat and Shore Regiment made an initial landing at Biri Island and Macarite Island, Philippine Islands.

28 February. 532d Engineer Boat and Shore Regiment made an initial landing at Puerto Princesa, Palawan, Philippine Islands.

1 March. 2d Engineer Special Brigade Support Battery reorganized into three platoons, one platoon being assigned to each Engineer Boat and Shore Regiment.

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3 *March*. 542d Engineer Boat and Shore Regiment made an initial landing at Burias Island, Philippine Islands and Ticao Island, Philippine Islands.

7 *March*. 592d Engineer Boat and Shore Regiment made an initial landing at Lemery, Luzon, Philippine Islands.

12 *March*. 532d Engineer Boat and Shore Regiment made an initial landing on Romblon Island, Philippine Islands and on Simara Island, Philippine Islands.

16 *March*. 592d Engineer Boat and Shore Regiment made an initial landing at Batangas, Luzon, Philippine Islands.

18 *March*. 542d Engineer Boat and Shore Regiment, plus Detachment Company B, 262d Medical Battalion, made an initial landing at Tigbauan, Panay, Philippine Islands, and Guimaras and Itow Islands, Philippine Islands.

21 *March*. 542d Engineer Boat and Shore Regiment made an initial landing on Inampulugan Island, Philippine Islands. 532d Engineer Boat and Shore Regiment made an initial landing on Calapan and Tacigan, Mondoro, Philippine Islands.

26 *March*. 542d Engineer Boat and Shore Regiment, plus a Detachment of the 262d Medical Battalion and a Detachment of the 1459th Engineer Maintenance Company, made an initial landing at Talisay, Cebu, Philippine Islands.

27 *March*. 592d Engineer Boat and Shore Regiments made an initial landing on Caballo Island, Philippine Islands.

28 *March*. 542d Engineer Boat and Shore Regiment, plus a Detachment of Company B, 262d Medical Battalion, made an initial landing on Mactan Island, Philippine Islands.

29 *March*. 542d Engineer Boat and Shore Regiment, plus a detachment of Company B, 262d Medical Battalion, made an initial landing at Pulpandan, Negros, Philippine Islands.

1 *April*. 592d Engineer Boat and Shore Regiment made an initial landing at Legaspi, Luzon, Philippine Islands.

3 *April*. 532d Engineer Boat and Shore Regiment made an initial landing at Masbate, Masbate Island, Philippine Islands.

6 *April*. 592d Engineer Boat and Shore Regiment made an initial landing at Bacon, Luzon, Philippine Islands.

7 *April*. 592d Engineer Boat and Shore Regiment made an initial landing at Lucena, Luzon, Philippine Islands.

9 *April*. 532d Engineer Boat and Shore Regiment made an initial landing on Busuanga Island, Philippine Islands.

11 *April*. 542d Engineer Boat and Shore Regiment, with a detachment of Company B, 262d Medical Battalion, made an initial landing at Tagbilaran, Bohol Island, Philippine Islands. 592d Engineer Boat and Shore Regiment made an initial landing on Bataan Island, Philippine Islands.

12 *April*. 592d Engineer Boat and Shore Regiments made an initial landing at Cagraray, Luzon, Philippine Islands.

13 *April*. 592d Engineer Boat and Shore Regiment made an initial landing at Fort Drum (El Fraile Island), Philippine Islands.

14 *April*. 532d Engineer Boat and Shore Regiment made an initial landing at Lipata Point, Masbate Island, Philippine Islands. 592d Engineer Boat and Shore Regiment made an initial landing on Rapu Rapu Island, Philippine Islands.

15 April. 532d Engineer Boat and Shore Regiment made an initial landing at Dimasalang, Masbate Island, Philippine Islands.

16 April. 592d Engineer Boat and Shore Regiment made an initial landing on Carabao Island, Philippine Islands.

20 April. 542d Engineer Boat and Shore Regiment, with a detachment of Company B, 262d Medical Battalion, and a detachment of 1459th Engineer Maintenance Company, made an initial landing at Danao, Cebu Island, Philippine Islands.

26 April. 542d Engineer Boat and Shore Regiment, with a Detachment of Company B, 262d Medical Battalion, made an initial landing at Catmon, Cebu, Philippine Islands. 542d Engineer Boat and Shore Regiment, with a Detachment of Company B, 262d Medical Battalion, made an initial landing at Dumaguete, Negros Island, Philippine Islands.

27 April. 542d Engineer Boat and Shore Regiment, with a Detachment of Company B, 262d Medical Battalion, and a Detachment of the 1459th Engineer Maintenance Company, made an initial landing at Sogod, Cebu Island, Philippine Islands. 592d Engineer Boat and Shore Regiment made an initial landing at Pasacao, Luzon, Philippine Islands.

10 May. 542d Engineer Boat and Shore Regiment made an initial landing at Macajalar Bay, Mindanao, Philippine Islands.

2 ESB LCMs (592 EBSR) approaching Corregidor loaded with troops of 38th Div. 1st wave is just hitting the beach, 2d wave in smoke, 3d wave in center of picture.



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Appendix III

Commanders and Staff Officers 2d Engineer Special Brigade All Units Since Activation

BRIGADE HEADQUARTERS

<i>Commanding General</i>			
<i>Grade</i>	<i>Name</i>	<i>From</i>	<i>To</i>
Brig Gen	William F. Heavey	6 August 1942	
<i>Executive Officer</i>			
Lt Col	Ralph T. Simpson	2 July 1942	5 August 1943
Colonel	Allen L. Keyes	6 August 1943	18 June 1944
Lt Col	Robert J. Kasper	6 October 1944	24 March 1945
<i>Aide-de-Camp</i>			
1st Lt	Milton O. Spelts, Jr.	20 October 1942	15 August 1944
1st Lt	David D. Williams	1 October 1944	
<i>Adjutant</i>			
Captain	Alvin Heilpern	23 June 1942	13 January 1943
Major	Bert M. Mitchell	14 January 1943	17 July 1944
Captain	Sidney D. Rogers	18 July 1944	
<i>S-1</i>			
Major	Bert M. Mitchell	18 July 1944	
<i>S-2</i>			
Major	Michael B. Kubis	2 July 1942	28 October 1944
Captain	Mortimer A. Clift	29 October 1944	
<i>S-3</i>			
Major	Clarence C. Tillman	23 August 1942	26 April 1943
Major	Howard E. Lea	8 May 1943	28 October 1943
Lt Col	Ralph T. Simpson	20 November 1943	11 January 1944
Lt Col	Karl W. Blanchard	12 January 1944	
<i>S-4</i>			
Captain	Raymond S. Wise	27 June 1942	12 November 1942
Lt Col	Carter H. Nason	13 November 1942	23 November 1943
Major	Keith G. Hooker	24 November 1943	15 April 1944
Major	Robert F. McCrea	12 May 1944	8 December 1944
Lt Col	Elmer P. Volgenau	9 December 1944	

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Personnel Officer

1st Lt	Sidney D. Rogers	30 October 1942	10 December 1943
1st Lt	James E. Moore	11 December 1943	18 November 1944
CWO	Charles G. Walker	19 November 1944	

Inspector General

Lt Col	Hyatt F. Newell	August 1942	January 1943
1st Lt	Arthur W. Sempliner	9 September 1943	1 October 1944
Major	Paul H. Jacobs	2 October 1944	

Chaplain

Major	Leonard A. Le Clair	18 November 1942	14 February 1945
Captain	Raymond O. Meier	28 February 1945	

Headquarters Commandant

Captain	James R. Virtue	21 June 1943	23 July 1943
Major	Arthur H. Barrett	24 July 1943	31 March 1945
Captain	George N. Bass, Jr.	1 April 1945	

Finance Officer

Captain	Eugene F. Armstrong	15 November 1942	20 May 1943
Major	George H. Flowers, Jr.	21 May 1943	9 October 1944
Captain	Richard A. Mullens	10 October 1944	

Postal Officer

1st Lt	Clifford F. Kluck	20 November 1942	
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Ordnance Officer

Lt Col	Elmer P. Volgenau	10 March 1943	8 December 1944
Captain	James R. Virtue	9 December 1944	

Quartermaster Officer

Major	Keith G. Hooker	6 July 1942	23 November 1943
Lt Col	Carter H. Nason	24 November 1943	8 March 1944
Major	Harry L. Senter	9 March 1944	15 April 1944
Major	Keith G. Hooker	16 April 1944	17 February 1945
Major	Earle K. Johnson	18 February 1945	

Signal Officer

Captain	Raymond J. Kelly	20 August 1942	22 January 1943
Lt Col	Edward T. Rigney	23 January 1943	

Surgeon

Lt Col	Fielding M. Pope	17 July 1942	13 December 1944
Lt Col	Abraham E. Rosen	14 December 1944	

Public Relations—I&E Officer

Captain	Paul F. Benedict	August 1942	13 July 1944
Captain	Arthur W. Sempliner	14 July 1944	6 May 1945
Major	Robert F. McCrea	7 May 1945	

Dentist

Captain	Clinton L. Ummel	23 October 1942	
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HEADQUARTERS AND HEADQUARTERS COMPANY—2d ESB

Company Commander

Captain	Charles E. Stevenson	7 September 1942	5 August 1943
1st Lt	Charles F. Rogers	5 August 1943	16 October 1943
Captain	Clifford W. Mantooth	16 October 1943	12 August 1944
Captain	Marshall A. Kalz	28 August 1944	2 November 1944
1st Lt	James A. Craig	2 November 1944	16 December 1944
1st Lt	Clyde D. Stafford	16 December 1944	14 April 1945
1st Lt	Shirley B. Spence	14 April 1945	

MEDICAL DETACHMENT—2d ESB

<i>Grade</i>	<i>Name</i>	<i>From</i>	<i>To</i>
Captain	Perry B. Klein	29 June 1943	

162d ORDNANCE MAINTENANCE COMPANY

2d Lt	*Robert W. Fleagle	29 June 1942	16 January 1943
2d Lt	*Warren N. Smith, Jr.	16 January 1943	20 June 1943
1st Lt	Leonard S. Moore	20 June 1943	23 July 1943
Captain	James R. Virtue	23 July 1943	

*As Platoon Leader

262d MEDICAL BATTALION

Battalion Commander

Captain	David M. Alexander	20 June 1942	20 July 1942
Lt Col	Fielding M. Pope	21 July 1942	12 December 1944
Lt Col	Abraham E. Rosen	13 December 1944	

Executive Officer

Major	Abraham E. Rosen	20 July 1942	23 December 1943
Major	Monroe B. Gall	24 December 1943	1 July 1944
Major	Abraham E. Rosen	2 July 1944	12 December 1944

S-1

1st Lt	James G. McLeod	29 July 1942	24 October 1942
1st Lt	George S. Smith	25 October 1942	6 February 1943
Captain	Henry E. Gibson	7 February 1943	

S-3

Captain	Charles Isenstein	29 July 1942	24 May 1943
Major	James P. Dewar, Jr.	25 May 1943	26 June 1943
Captain	Henry E. Gibson	27 June 1943	

S-4—Headquarters Detachment Commander

Captain	David M. Alexander	10 July 1942	10 December 1943
Captain	George N. Bass, Jr.	11 December 1943	12 April 1944
2d Lt	Robert J. Ardini	13 April 1944	2 August 1944
Captain	Stephen A. Swisher III	3 August 1944	

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Company A—Commander

Captain	Anthony Sperandeo	12 July 1942	21 August 1942
1st Lt	Samuel Horowitz	22 August 1942	4 January 1943
Major	Wilmer B. Buckland	5 January 1943	

Company B—Commander

Captain	Earl W. Green	10 July 1942	7 September 1942
Captain	Wilmer B. Buckland	8 September 1942	3 January 1943
Major	Charles L. Tuttle	3 January 1943	

Company C—Commander

Captain	Hugh B. McCauley	10 July 1942	17 October 1942
Captain	Joe M. Van Hoy	18 October 1942	24 May 1943
Captain	Charles Isenstein	25 May 1943	2 December 1943
Major	Frank S. Griffin, Jr.	3 December 1943	

287th Signal Corps—Commander

1st Lt	Charles D. Whittaker	24 July 1942	17 March 1943
1st Lt	Pearce E. Jackson	18 March 1943	7 October 1943
Captain	Raymond J. Kelly	8 October 1943	13 March 1944
1st Lt	Robert C. Miller	22 May 1944	27 October 1944
Captain	James L. Thompson	28 October 1944	

362d QUARTERMASTER BATTALION

Battalion Commander

Major	Keith G. Hooker	6 July 1942	23 June 1943
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Executive Officer

Captain	Harry L. Senter	6 July 1942	23 June 1943
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Adjutant

1st Lt	William W. Malmo	6 July 1942	23 June 1943
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Headquarters Company Commander

Captain	Earle K. Johnson	11 July 1942	23 June 1943
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QUARTERMASTER HEADQUARTERS—2d ESB

Commanding

Major	Keith G. Hooker	23 June 1943	23 November 1943
Lt Col	Carter H. Nason	23 November 1943	8 March 1944
Major	Harry L. Senter	9 March 1944	15 April 1944
Major	Keith G. Hooker	16 April 1944	17 February 1945
Major	Earle K. Johnson	18 February 1945	

Executive Officer

Major	Harry L. Senter	23 June 1943	31 May 1943
Captain	Earle K. Johnson	31 May 1944	11 October 1944
Major	Harry L. Senter	11 October 1944	30 November 1944
Captain	Earle K. Johnson	30 November 1944	17 February 1945
Captain	William R. Ryan	17 February 1945	

Adjutant

1st Lt	Leonard Estorge	23 June 1943	
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QUARTERMASTER HEADQUARTERS COMPANY

Commander

Captain	Earle K. Johnson	23 June 1943	17 February 1945
Captain	William R. Ryan	17 February 1945	12 May 1945
1st Lt	Leonard Estorge	12 May 1945	

562d ENGINEER BOAT MAINTENANCE BATTALION

Commanding

Grade	Name	From	To
Captain	*John A. Wells	17 July 1942	15 June 1943
Captain	Harry Shotsman	15 June 1943	9 December 1943
Captain	George F. Friese	9 December 1943	10 February 1944
Major	Harry Shotsman	10 February 1944	30 August 1944
Lt Col	Harry Shotsman	30 August 1944	17 October 1944
Lt Col	Ralph T. Simpson	15 November 1944	

Executive Officer

Major	John A. Wells	15 June 1943	23 December 1943
Captain	Robert W. Loos	17 January 1944	23 April 1944
Major	John A. Wells	13 May 1944	

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WOJG	Roscoe R. Conklin	20 June 1943	27 January 1944
1st Lt	William R. Malmo	27 January 1944	28 April 1944
1st Lt	Roscoe R. Conklin	28 April 1944	

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1st Lt	Clarence H. Kirkpatrick	20 June 1943	11 September 1943
2d Lt	George E. Stone	11 September 1943	23 October 1943
2d Lt	Edward W. Sparkes	23 October 1943	24 June 1944
Captain	George F. Friese	24 June 1944	8 December 1944
Major	Robert F. McCrea	9 December 1944	2 April 1945
Captain	George F. Friese	2 April 1945	

Headquarters Detachment—Commander

2d Lt	George E. Stone	3 August 1943	21 October 1943
1st Lt	Edward S. Sparkes	28 October 1943	27 January 1944
Captain	Edward S. Schenk	27 January 1944	26 March 1944
2d Lt	Louis De Paul	24 June 1944	4 September 1944
2d Lt	Roscoe R. Conklin	30 September 1944	13 January 1945
1st Lt	Lowell K. Long	13 January 1945	5 May 1945
1st Lt	Roscoe R. Conklin	5 May 1945	

1762d ENGINEER PARTS SUPPLY PLATOON

Commander

2d Lt	Louis De Paul	29 June 1944	4 September 1944
2d Lt	Roscoe R. Conklin	26 September 1944	13 January 1945
1st Lt	Lowell K. Long	13 January 1945	4 May 1945
1st Lt	Roscoe R. Conklin	4 May 1945	

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1570th ENGINEER HEAVY SHOP COMPANY

Commander

Captain	Frank E. Schwartz	20 June 1944	7 March 1945
1st Lt	John E. Duffy	24 March 1945	25 June 1945
1st Lt	Myer G. Silbert	25 June 1945	

1458th ENGINEER MAINTENANCE COMPANY

Commander

1st Lt	Edward S. Schenk	20 June 1943	27 November 1943
1st Lt	Maxwell A. Lea	27 November 1943	22 February 1944
Captain	John A. Wells	22 February 1944	13 May 1944
1st Lt	Maxwell A. Lea	13 May 1944	5 August 1944
Captain	Edward W. Sparkes	5 August 1944	

1459th ENGINEER MAINTENANCE COMPANY

Commander

Captain	Kent D. Miller	19 June 1943	5 October 1943
Captain	Robert W. Loos	15 October 1943	1 April 1944
Captain	Edward S. Schenk	7 April 1944	

1460th ENGINEER MAINTENANCE COMPANY

Commander

1st Lt	George F. Frieze	20 June 1943	10 April 1944
1st Lt	Thomas V. Flaherty	10 April 1944	29 June 1944
Captain	Ellis M. Ivey, Jr.	29 June 1944	

532d ENGINEER BOAT AND SHORE REGIMENT

Regimental Commander

Colonel	John J. F. Steiner	1 October 1942	28 January 1944
Colonel	Alexander M. Neilson	29 January 1944	25 March 1945
Colonel	Robert J. Kasper	26 March 1945	

Executive Officer

Lt Col	Ernest D. Brockett, Jr.	1 October 1942	29 December 1944
Lt Col	Charles B. Claypool	30 December 1944	

Adjutant

1st Lt	Bert M. Mitchell	27 October 1942	25 December 1942
1st Lt	Michael J. Reichel	26 December 1942	15 March 1943
2d Lt	Paul G. Schneible	30 March 1943	26 June 1943
2d Lt	Robert C. Lee	27 June 1943	23 February 1944
Captain	Michael J. Reichel	24 February 1944	11 May 1944
Captain	Jack Lawrence	12 May 1944	8 December 1944
Captain	Robert W. Swecker	9 December 1944	

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Captain	George B. Shaeffer	1 October 1942	25 December 1942
Captain	Robert S. Butsch	14 January 1943	6 October 1943
1st Lt	Mortimer A. Clift	7 October 1943	10 July 1944
Major	Jack C. Fuson	11 July 1944	

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Captain	Robert R. Deans	1 October 1942	19 November 1942
Major	Lowell D. Beatty	20 November 1942	26 April 1943
Major	Charles B. Claypool	27 April 1943	29 December 1944
Major	Robert S. Butsch	30 December 1944	

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<i>Grade</i>	<i>Name</i>	<i>From</i>	<i>To</i>
1st Lt	Bohn C. Lindemann	21 October 1942	3 December 1942
Captain	Philip F. Seifert	4 December 1942	17 June 1943
Major	Leonard Kaplan	18 June 1943	12 July 1943
Captain	Philip F. Seifert	13 July 1943	22 September 1943
Captain	Robert S. Butsch	23 September 1943	7 November 1943
Major	Philip F. Seifert	8 November 1943	

Navigation Officer

Major	Ector B. Latham	12 October 1942	31 October 1944
Captain	Francis X. Popper	1 November 1944	

Chaplain

Captain	Charles A. Webb	6 October 1942	5 December 1942
Captain	Raymond O. Meier	1 October 1942	
Captain	Hilton O. Morton	4 August 1943	

Headquarters Company—Commander

Captain	Dale A. Dahlgren	1 October 1942	24 November 1942
Captain	Jack C. Fuson	8 December 1942	10 July 1944
Captain	Ralph F. Waite	11 July 1944	

BOAT BATTALION

Commander

Lt Col	Oscar W. Traber	1 October 1942	2 January 1943
Major	Leonard Kaplan	3 January 1943	26 April 1943
Major	Albert W. Gasper	27 April 1943	1 February 1945
Major	Michael J. Reichel	2 February 1945	

Executive Officer

Major	Lowell D. Beatty	1 October 1942	19 November 1942
Captain	Ralph N. Dagg	20 November 1942	4 February 1943
Captain	Vincent A. Merendino	5 February 1943	15 March 1943
Captain	Albert W. Gasper	16 March 1943	26 April 1943
Major	Charles P. Motto	27 April 1943	2 June 1944
Major	Cecil J. Newton	3 June 1944	

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Headquarters Company Battery Battalion—Commander

1st Lt	Jack C. Fuson	24 October 1942	7 December 1942
1st Lt	Alfred C. Williams	8 December 1942	28 March 1943
1st Lt	Frederick R. Cook, Jr.	29 March 1943	17 June 1943
Captain	Jack C. Fuson	18 June 1943	5 September 1943
1st Lt	Edwin T. Foster	6 September 1943	6 October 1943
Captain	Jack C. Fuson	7 October 1943	25 February 1944
Captain	Marshall A. Kalz	26 February 1944	3 September 1944
Captain	Everett H. F. Felber	4 September 1944	16 January 1945
1st Lt	Richard A. Wolz	17 January 1945	

COMPANY A

Commander

Captain	Cecil F. Smith	1 October 1942	11 November 1942
Captain	Cecil F. Smith	8 December 1942	29 July 1943
Captain	Cecil J. Newton	30 July 1943	23 June 1944
Captain	Russell D. Oliver	24 June 1944	14 May 1945
1st Lt	Paul F. Kinnare	15 May 1945	

COMPANY B

Commander

Captain	Stanley J. Kublin	1 October 1942	26 April 1943
Captain	Everett H. F. Felber	27 April 1943	9 October 1943
Captain	Rutherford Harris	10 October 1943	

COMPANY C

Commander

Captain	Albert W. Gasper	1 October 1942	15 March 1943
Captain	Ralph N. Dagg	16 March 1943	5 September 1943
Captain	Marshall A. Kalz	6 September 1943	21 November 1943
Captain	Everett H. F. Felber	24 November 1943	4 September 1944
1st Lt	Milton P. Stiker	5 September 1944	15 January 1945
Captain	Henry Meiggs	16 January 1945	

SHORE BATTALION

Commander

Lt Col	Harry N. Rising, Jr.	27 October 1942	
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Executive Officer

Captain	Lewis E. Barenfanger	1 October 1942	19 November 1942
Captain	Charles B. Claypool	8 December 1942	15 March 1943
Captain	Michael J. Reichel	16 March 1943	30 June 1943
Major	Lewis E. Barenfanger	1 July 1943	11 May 1944
Major	Michael J. Reichel	12 May 1944	1 February 1945
Captain	Gerald E. Peterson	2 February 1945	

HEADQUARTERS COMPANY SHORE BATTALION

Commander

1st Lt	Andrew M. Yuskanich	1 October 1942	7 December 1942
1st Lt	Ralph F. Waite	8 December 1942	3 February 1943
1st Lt	Dale A. Dahlgren	4 February 1943	6 June 1943
1st Lt	Curtis J. Sundquist	7 June 1943	3 December 1943
Captain	Michael J. Reichel	4 December 1943	23 February 1944
Captain	James F. Rolan	24 February 1944	

COMPANY D

Commander

Captain	Roger Ernesti	1 October 1942	31 October 1942
Captain	Bernard M. Norvell, Jr.	1 November 1942	5 September 1943
Captain	Gerald E. Peterson	6 September 1943	1 February 1945
1st Lt	Bohn C. Lindemann	2 February 1945	

COMPANY E

Commander

Grade	Name	From	To
1st Lt	Curtis J. Sundquist	1 October 1942	7 December 1942
Captain	Robert R. Deans	8 December 1942	5 September 1943
Captain	James T. Walker	6 September 1943	2 May 1945
1st Lt	Robert F. Kelm	3 May 1945	6 June 1945
1st Lt	William A. Forsyth	7 June 1945	

COMPANY F

Commander

Captain	William E. Martin	1 October 1942	2 November 1942
1st Lt	Ralph F. Waite	3 November 1942	7 December 1942
Captain	Lewis E. Barenfanger	8 December 1942	30 June 1943
Captain	Michael J. Reichel	1 July 1943	5 September 1943
Captain	Rudolph J. Zastera	6 September 1943	29 April 1944
1st Lt	Norman G. Lever	30 April 1944	5 August 1944
Captain	Bernard R. Huetter, Jr.	6 August 1944	

SURGEON

Major	Thomas H. Greenway	1 October 1942	6 March 1944
Major	Carl D. Makart	7 March 1944	

542d ENGINEER BOAT & SHORE REGIMENT

Regimental Commander

Lt Col	Robert J. Kasper	1 October 1942	9 May 1943
Colonel	Benjamin C. Fowlkes, Jr.	10 May 1943	

Executive Officer

Lt Col	William A. White	1 October 1942	8 May 1943
Lt Col	Robert J. Kasper	10 May 1943	6 October 1944
Major	William A. Kellar	7 October 1944	27 January 1945
Lt Col	Philip W. Long	28 January 1945	

Adjutant

Captain	Arthur T. Strickland	1 October 1942	18 August 1943
Captain	Wallace M. Mulliken	19 August 1943	

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Captain	Wilson I. Hurt	1 October 1942	3 January 1943
1st Lt	William Campbell	4 January 1943	12 February 1944
Captain	Harley M. Chatterton	13 February 1944	13 July 1944
Major	Robert E. Wells	14 July 1944	

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Major	Worth C. Fulbright	1 October 1942	29 November 1942
1st Lt	Jack Ruby	30 November 1942	18 August 1943
Major	William A. Kellar	19 August 1943	29 August 1944
Major	John M. Jenkins	30 August 1944	

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1st Lt	Joseph Miller	1 October 1942	13 February 1943
1st Lt	Edwin Ryder	19 August 1943	18 August 1944
Major	E. L. Edwards	19 August 1944	27 January 1945
Major	William A. Kellar		

NAVIGATION OFFICER

Lt Col	Harry F. Garber	1 October 1942	
Major	Maurice E. Wennermark	25 February 1945	

CHAPLAIN

Captain	Paul F. Hallinan	1 October 1942	
Captain	Martin L. Graebner	22 May 1944	

HEADQUARTERS COMPANY

Commander

1st Lt	E. L. Edwards	1 October 1942	18 August 1943
Captain	Arthur T. Strickland	19 August 1943	8 October 1943
Captain	David S. McCann	9 October 1943	22 April 1944
Captain	Willard J. Barker	17 May 1944	

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BOAT BATTALION

Commander

Captain	Vincent Merendino	1 October 1942	29 November 1942
Major	Worth C. Fulbright	30 November 1942	22 April 1944
Major	Jack P. Green	23 April 1944	29 May 1944
Lt Col	Charles P. Motto	30 May 1944	

Executive Officer

Major	Jack P. Green	1 October 1942	22 April 1944
Major	Jack P. Green	30 May 1944	11 June 1944
Major	Ralph W. Jones	14 July 1944	

HEADQUARTERS COMPANY BOAT BATTALION

Commander

Captain	William H. Wiley	1 October 1942	17 June 1944
Captain	Robert L. Weil	18 June 1944	

COMPANY A

Commander

1st Lt	William A. Kellar	1 October 1942	21 July 1943
Captain	Ralph W. Jones	22 July 1943	13 July 1944
Captain	William H. Fowlkes	14 July 1944	

COMPANY B

Commander

<i>Grade</i>	<i>Name</i>	<i>From</i>	<i>To</i>
Captain	Archie L. Holland	1 October 1942	16 October 1944
Captain	James A. Bott	17 October 1944	

COMPANY C

Commander

Captain	Robert E. Wells	1 October 1942	13 July 1944
Captain	John J. Huetter	14 July 1944	

SHORE BATTALION

Commander

Lt Col	Philip W. Long	1 October 1942	27 January 1945
Lt Col	E. L. Edwards	28 January 1945	

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Executive Officers

Major	John M. Jenkins	1 October 1942	14 June 1943
Captain	Joseph McMahan	15 June 1943	18 July 1943
Major	John M. Jenkins	19 July 1943	10 October 1943
Captain	Joseph McMahan	11 October 1943	19 December 1943
Major	John M. Jenkins	20 December 1943	29 August 1944
Major	Don D. De Ford	30 August 1944	

HEADQUARTERS COMPANY SHORE BATTALION

Commander

Captain	William O. Brayshaw	1 October 1942	
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COMPANY D

Commander

Captain	David S. McCann	1 October 1942	8 October 1943
Captain	John M. Jenkins	11 October 1943	19 December 1943
Captain	John C. Whitehurst	20 December 1943	

COMPANY E

Commander

Captain	Joseph McMahan	1 October 1942	17 March 1943
Captain	Don D. De Ford	18 March 1943	30 August 1944
1st Lt	Roy C. Shankland	31 August 1944	

COMPANY F

Commander

Captain	Cecil Helena	1 October 1942	14 June 1943
Captain	John M. Jenkins	15 June 1943	18 July 1943
Captain	Cecil Helena	19 July 1943	28 July 1944
Captain	Robert F. Peterson	29 July 1944	

Surgeon

Captain	Edward Lopatin	1 October 1942	19 January 1943
Major	Carl Makart	20 January 1943	30 July 1943
Major	Joe M. Van Hoy	5 August 1943	

592d ENGINEER BOAT AND SHORE REGIMENT

RHQ

Regimental Commanding Officer

<i>Grade</i>	<i>Name</i>	<i>From</i>	<i>To</i>
Colonel	Donald C. Hawkins	June 1942	14 March 1943
Lt Col	John K. Neff	15 March 1943	6 May 1943
Colonel	William N. Leaf	29 May 1943	22 June 1944
Colonel	Allen L. Keyes	22 June 1944	To Date

Executive Officer

Lt Col	Ernest D. Brockett	June 1942	1 October 1942
Major	Frank L. Mann	3 January 1943	30 May 1943
Lt Col	William A. White	30 May 1943	30 June 1943
Lt Col	William A. White	14 July 1943	29 December 1943
Lt Col	Ralph T. Simpson	12 January 1944	19 November 1944
Lt Col	Leonard Kaplan	9 December 1944	To Date

Adjutant

Major	Frank L. Mann	June 1942	23 October 1943
Major	Darwyn Robins	24 October 1943	25 May 1944
Captain	Ernest E. Smith	26 May 1944	18 May 1945

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Lt Col	Cecil R. Bilger	19 June 1942	30 September 1942
Major	Russell D. Gudgeon	1 October 1942	29 May 1944
Captain	John W. Gutknecht	30 May 1944	To Date

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Major	Leopold F. Hofinger	3 January 1943	30 January 1944
Major	John P. Tobin	31 January 1944	23 March 1944
Major	Russell D. Gudgeon	25 May 1944	16 November 1944
Major	Rex K. Shaul	17 November 1944	To Date

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Major	Rex K. Shaul	21 September 1942	3 January 1943
Captain	Earl W. Green	4 January 1943	12 May 1944
Major	Darwyn Robins	26 May 1944	To Date

Naval Officer

Lt Col (G&GSS)	William R. Tucker	12 August 1942	To Date
Major (C&GSS)	Paul Taylor	23 February 1945	To Date

Chaplain

Captain	Roslyn P. Hobensack	22 June 1942	22 December 1942
Captain	Henry S. Stout	23 December 1942	To Date
Captain	Ignatius Vichuras	26 May 1944	To Date

Company Commander

Captain	James R. Brotherton	22 June 1942	9 January 1945
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Headquarters Company

Captain	Russell A. Pasco	10 January 1945	To Date
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SHORE BATTALION

Battalion Commander

<i>Grade</i>	<i>Name</i>	<i>From</i>	<i>To</i>
Major	John P. Tobin	22 June 1942	20 June 1943
Lt Col	Leonard Kaplan	14 July 1943	8 December 1944
Major	Henry M. Seipt, Jr.	9 December 1944	To Date

Battalion Executive Officer

Major	Henry M. Seipt, Jr.	27 May 1943	30 June 1943
Major	Henry M. Seipt, Jr.	17 May 1944	8 December 1944
Major	Joseph H. Baker	9 December 1944	To Date

Commanding Officer Headquarters Company

Captain	Kenneth D. King	1 July 1943	23 July 1944
Captain	Conard Fisher	24 July 1944	To Date

Commanding Officer Company D

Captain	Joseph H. Baker	13 May 1944	8 December 1944
Captain	Bernard V. Barry	9 December 1944	To Date

Commanding Officer Company E

Captain	Conard C. Fisher	27 May 1943	30 June 1943
Major	Henry M. Seipt, Jr.	1 July 1943	16 May 1944
Captain	William W. Woodworth	17 May 1944	To Date

Commanding Officer Company F

Captain	Lee A. Barker	24 February 1943	17 November 1943
Captain	Herman A. Koeln	18 November 1943	To Date

BOAT BATTALION

Battalion Commander

Lt Col	Cecil R. Bilger	19 June 1942	To Date
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Battalion Executive Officer

Major	Rex K. Shaul	3 January 1943	16 November 1944
Major	Russell A. Gudgeon	17 November 1944	30 March 1945
Captain	Charles F. Richards	1 April 1945	To Date

Commanding Officer Headquarters Company

Captain	Sam L. Callaway	1 July 1943	29 November 1944
Captain	Theodore P. Sanders	30 November 1944	30 March 1945
1st Lt	Robert H. Edmunds	31 March 1945	To Date

Commanding Officer Company A

Captain	Charles F. Richards	1 January 1943	30 March 1945
1st Lt	James E. Klug	1 April 1945	To Date

Commanding Officer Company B

Captain	Kent D. Miller	22 June 1942	15 April 1943
Captain	S. M. Richardson, Jr.	16 April 1943	To Date

	<i>Commanding Officer Company C</i>		
<i>Grade</i>	<i>Name</i>	<i>From</i>	<i>To</i>
Captain	Ernest B. Hueter	7 July 1942	29 November 1944
Captain	Kenneth R. MacKaig	30 November 1944	To Date

MEDICAL DETACHMENT

	<i>Regimental Surgeon</i>		
Major	Wilbur R. Southward	14 December 1942	7 January 1943
Major	Arthur B. Nightingale	8 January 1943	21 September 1944
Major	Stewart E. Peterson	22 September 1944	21 May 1945

New Guinea. 16 March 1944. Gen. Heavey presenting Purple Heart to wounded soldier.



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LCVPs and LCMs of 2 ESB land the Infantry on Panay Island, P. I.

Appendix IV

Decorations and Citations

NOTE: Recommendations for individual decorations and for citations for certain units of the Brigade are pending as this history goes to press. Undoubtedly, others will be awarded later. It must, therefore, be realized that this list is incomplete and not final. Many others in the Brigade merit decorations.

SECTION A

PRESIDENTIAL CITATIONS

The Presidential Citation for Distinguished Units is the highest award a unit can receive. The entire Second Engineer Special Brigade was twice recommended to General MacArthur for this highest award; but in view of the War Department general policy against awarding it to units as large as a brigade, it was decided by General Headquarters that it could be given only to subordinate elements of the brigade. The following is a list of brigade units which have been awarded the Presidential Citation. They are listed in the order the awards were made:

GENERAL ORDERS WAR DEPARTMENT
NO. 75 WASHINGTON 25, D. C., 18 September 1944

IX BATTLE HONORS. 2. As authorized by Executive Order No. 9396 (sec. I, Bull. 22, WD, 1943), superseding Executive Order No. 9075 (sec. III, Bull. 11, WD, 1942), citation of the following unit in General Orders, No. 123, Headquarters Sixth Army, 2 August 1944, as approved by the Commanding General, United States Army Forces in the Far East, is confirmed under the provisions of section IV, Circular No. 333, War Department, 1943, in the name of the President of the United States as public evidence of deserved honor and distinction. The citation reads as follows:

COMPANY A, 542D ENGINEER BOAT AND SHORE REGIMENT, is cited for outstanding performance of duty in action against the enemy, 18 May 1944, at Wakde Island, Dutch New Guinea. Charged with landing initial assault troops and subsequent reinforcements on Wakde Island, the men of this unit carried out their mission with heroic success. Though the island had been heavily bombarded, the first craft approaching through difficult coral reefs were subjected to intense cross fire of automatic weapons and snipers. To manipulate their craft the coxswains and crews had to expose themselves fully to this fire. As coxswains and crews were killed or wounded, other members of the crew took their places to land the infantry and re-

turn for reinforcements. Despite continued heavy losses, these men carried out their missions with unflinching determination and bravery, and made a vital contribution to the ultimate success of the entire operation.

GENERAL ORDERS WAR DEPARTMENT
NO. 76 WASHINGTON 25, D. C., 22 September 1944

XII. BATTLE HONORS. 1. As authorized by Executive Order No. 9396 (sec. I, Bull. 22, WD, 1943), superseding Executive Order No. 9075 (sec. III, Bull. 11, WD, 1942), citation of the following unit in General Orders, No. 47, Headquarters 41st Infantry Division, 27 July 1944, as approved by the Commanding General, United States Army Forces in the Far East, is confirmed under the provisions of section IV, Circular No. 333, War Department, 1943, in the name of the President of the United States as public evidence of deserved honor and distinction. The citation reads as follows:

Collecting Platoon, Company B, 262d Medical Battalion, is cited for outstanding performance of duty in action against the enemy. Following the landing in the vicinity of Humboldt Bay, Dutch New Guinea, circumstances forced the establishment of large supply dumps for the Task Force among numerous dumps of enemy ammunition, bombs, and food, found in the beachhead. For 2 days all supplies of the Task Force were landed in this area, resulting in gasoline, ammunition, rations and bombs extending along a narrow beachhead for a distance of approximately 1½ miles. The Collecting Platoon, Company B, 262d Medical Battalion, had set up an aid station upon arrival at the beach in the center of the dump area. At about 2030 hours, 23 April 1944, an enemy bomber made a direct hit on one of the ammunition dumps. The explosion which followed set off fires which rapidly spread. Throughout the night and until about 1700 hours, 24 April 1944, continuous and terrific explosions and fires alternately shook and illuminated the beach. All supplies for a distance of approximately 1 mile were destroyed. Throughout the night of 23 April 1944 and until 1200 hours the following day the 2 officers and 44 men of this unit maintained their

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aid station. They moved continuously through the holocaust of the burning dumps and tremendous explosions emitting great danger from fire, flying shrapnel, and concussion. Despite these conditions, litter squads returned again and again into the burning area to rescue their comrades while the remainder of the personnel applied first aid. More than 200 men were treated and evacuated by the platoon. Many lives were saved by the effective aid they so efficiently provided. It was only after all casualties and personnel had been evacuated from the danger area that the platoon retired to a place of security. The heroism and determination of every man in this platoon, operating under the most hazardous and adverse conditions, exemplify the highest traditions of the military service.

GENERAL ORDERS WAR DEPARTMENT
NO. 53 WASHINGTON 25, D. C., July 1945

X. BATTLE HONORS. As authorized by Executive Order 9396 (sec. I, WD Bul. 22, 1943), superseding Executive Order 9075 (sec. III, WD Bul. 11, 1942), the following unit is cited by the War Department under the provisions of section IV, WD Circular 333 1943, in the name of the President of the United States as public evidence of deserved honor and distinction. The citation reads as follows:

The 503d Parachute Infantry Regiment with the following attached units:

*Detachment, 592d Engineer Boat and Shore Regiment,
Companies A and F*

These units, organized as a task force, distinguished themselves by extraordinary heroism and outstanding performance of duty in action against the enemy during the period 16 to 28 February 1945. This force was directed to seize the enemy-held island fortress of Corregidor, one of the most difficult missions of the Pacific war. A long prepared and fanatical enemy, strongly entrenched in numerous tunnels, caves, dugouts, and crevices, awaited the assault in commanding and extensively fortified positions. The small dropping area for parachutists was bordered extensively by sheer cliffs, with resultant variable air currents and eddies; and previous bombings and naval gunfire had cut trees and shrubs close above ground, creating hazardous stakes which threatened to impale descending troops. The approach by sea, through shallow water known to be mined, led to a beach protected by land mines. At 0830 on 16 February, the initial assault was made by parachute drop on terrain littered with debris and rubble. Heavy casualties were sustained. Two hours later the amphibious elements advanced by sea through the mine field to the beach and, though many lives were lost and much equipment destroyed by exploding mines, this element moved rapidly inland and under heavy enemy fire seized Malinta Hill. Meanwhile, the airborne elements, though subjected to intense enemy fire and suffering increasing casualties, were organized into an aggressive fighting force as a result of the initiative of commanders of small units. Advancing doggedly against fanatical resistance, they had, by nightfall, secured "The Top of the Rock," their initial objective. On the following morning the entire task force began a systematic reduction of enemy positions and the annihilation of defending forces. Innumerable enemy tunnels and caves were sealed by demolitions after hand-to-hand fighting, only to have the enemy emerge elsewhere through an intricate system of interconnecting passageways. Direct fire of our supporting

weapons, employed to seal tunnels and caves, often resulted in the explosion of enemy-emplaced demolitions and ammunition dumps, causing heavy casualties to our troops. Under increasing pressure the enemy, cut off from reinforcements, exploded demolitions in tunnels, destroying themselves as well as elements of our task force. At the completion of this desperate and violent struggle, 4,509 enemy dead were counted. Prisoners taken totaled 19. Throughout the operation all elements of the task force, combat and service troops alike, displayed heroism in the highest degree. Parachuting to earth or landing on the mined beaches, they attacked savagely against a numerically superior enemy, defeated him completely, and seized the fortress. Their magnificent courage, tenacity, and gallantry avenged the victims of Corregidor of 1942 and achieved a significant victory for the United States Army.

GENERAL ORDERS WAR DEPARTMENT
NO. 66 WASHINGTON 25, D. C., 10 August 1945

BATTLE HONORS. As authorized by Executive Order 9396 (sec. I, WD Bul. 22, 1943), superseding Executive Order 9075 (sec. III, WD Bul. 11, 1942), citations of the following units in the general orders indicated are confirmed under the provisions of section IV, WD Circular 333, 1943, in the name of the President of the United States as public evidence of deserved honor and distinction:

17. The 2d Engineer Special Brigade Support Battery (Provisional) is cited for outstanding performance of duty in action against the enemy at Biak Island, Netherlands East Indies, from 27 May to 14 June 1944. This unit rendered outstanding support to the task force which captured Biak Island. During the advance toward Mokmer Airdrome the overland route of supply was cut on several occasions by enemy activity. Landing vehicles, tracked, of this battery provided the only means of supplying organizations with food, ammunition, and medical supplies, and made many landings under fire to accomplish their mission. On return trips casualties were evacuated from the beach to landing craft standing off shore. When enemy fire became so intense as to prevent supply of the forces by daylight, landing vehicles, tracked, ran throughout the nights despite the danger of uncharted coral reefs. The rigor of their services is demonstrated by the fact that by 12 June only 7 landing vehicles, tracked, remained out of 54 which had begun the operation, because of enemy action and navigational difficulties. The tireless and gallant efforts of all members of this unit made possible the capture of Mokmer Airdrome. The lives of many casualties were saved because of prompt evacuation by landing vehicles, tracked. Acts of gallantry and heroism were numerous but difficult to single out of the uniformly high standard of achievement set by all personnel of the 2d Engineer Special Brigade Support Battery (Provisional). (General Orders 80, Headquarters 41st Infantry Division, 31 October 1944, as approved by the Commander-in-Chief, United States Army Forces, Pacific.)

Shore Battalion, 592d Engineer Boat & Shore Regiment

For outstanding performance of duty in action against the enemy in the Admiralty Islands, from 2 March to 6 March 1944. On 2 March 1944 this battalion landed on White Beach, Los Negros Island, as an element of the Task Force. Its mission was entirely an engineering project which consisted of clearing the beach, building

ramps out to amphibious craft, constructing a beach road net, developing beach dumps and, with attached units, unloading troops, equipment and supplies. Within thirty minutes after landing and while still in the process of organizing the beachhead, the beach was subjected to enemy mortar and sniper fire which continued spasmodically throughout the day. Despite numerous casualties, due to little or no cover, this unit carried on with courageous determination and complete disregard of danger to accomplish its mission. Only after all craft had retracted and darkness caused work to stop on the beach did this unit retire, and then not to rest but to take up defensive positions on the west flank of the Task Force perimeter. The positions had hardly been taken when the enemy began a series of infiltration and "Banzai" attacks, directed against the west flank of the perimeter, which lasted throughout the night. Amid considerable confusion, due to the lack of infantry training, with many troops seeing action for the first time, the officers and men of the Shore Battalion met every advance of the enemy with such determination, tenacity and courage that the enemy was driven off on every occasion with heavy casualties. Enemy infiltration was particularly prevalent and hand-to-hand combat, with knives and bayonets, was evident everywhere. When the enemy action ceased at dawn, the battalion returned to its task on the beach where it worked till night, returning then to the perimeter positions. During the night the attacks were renewed, but with the same intrepidity and valor the attacks were repulsed. The following day, when the infantry was held up by impassable terrain, the unit went out beyond the front lines to build roads in the face of sniper fire so that infantry and artillery force could be brought to bear on the enemy. Although working every day on the beach bringing in vital supplies and equipment, this unit returned every night to positions on the perimeter to fight the enemy. The unusual devotion to duty, grim determination, battle discipline and conspicuous gallantry of the officers and men of the Shore Battalion, 592d Engineer Boat and Shore Regiment had a stimulating effect on all troops of the Task Force and reflects the highest credit upon the United States Army.

Boat Battalion, 592d Engineer Boat & Shore Regiment

For conspicuous and heroic action against the enemy at Leyte, Philippine Islands, from 5 November until 10 December 1944. The battalion, then operating 170 small craft unloading ships at White Beach, Leyte, Philippine Islands, and landing combat patrols at various points on Leyte and Samar Islands was called upon to supply front line troops by landing supplies at Pinamopoan Point. For four days, the officers and men of this unit determinedly landed on the rocky beach, in the face of the direct fire of a machine gun which the infantry could not locate. Each day, as the ramps of the LCMs were lowered onto the beach the machine gun would open fire directly into the well deck of the craft. Despite the fact that the boat crews were not responsible for unloading their craft, they voluntarily and with complete disregard of their own safety, unloaded the boats while the coxswains remained at the helm to keep the boats on the beach. Later the unit participated in the assault landing at Ipil, carrying troops and supplies for the final attack on Ormoc. Although the landing was made against only moderate enemy shore resistance, a fierce enemy air attack developed, later in the day, which forced

all craft off the beach. The LCMs of the battalion remained close inshore despite the desperate attempts of the enemy pilots and furnished supporting fire which destroyed two enemy planes and helped discourage any sustained attack on the beach. The enemy planes then attacked the shipping offshore scoring a direct hit on one ship and setting it afire. Two naval craft attempted to aid the ship but were driven off by the planes. Without hesitation the boats of this unit got under way to assist. The enemy planes then made two desperate attacks on the craft in an attempt to drive them off. In addition, shore batteries opened up and it was only due to the superb handling of the boats and their machine guns that no direct hits were suffered and at least one enemy plane was destroyed. As a result of this heroic action, the LCMs affected the rescue of 16 survivors. On the following day, while returning to the near shore with battle casualties and other personnel and without naval escort, the LCM convoy was spotted by enemy planes and attacked constantly for over an hour. Again the skillful handling of the boats and deadly fire from their guns accounted for four enemy planes and prevented serious damage. In all this unit accounted for 11 planes destroyed and several probably destroyed which in itself is an enviable record. The determination, conspicuous heroism and high esprit de corps of the Boat Battalion, 592d Engineer Boat and Shore Regiment are in keeping with the highest traditions of the military service.

SUMMARY

To 6 September 1945 (In order of award):

1. Company A, 542d Engineer Boat and Shore Regiment.
2. Collecting Platoon, Company —, 262d Medical Battalion.
- *3. Companies A and F, 592d Engineer Boat and Shore Regiment.
4. Support Battery, 2d Engineer Special Brigade.
5. Shore Battalion, 532d Engineer Boat and Shore Regiment.
6. Shore Battalion, 592d Engineer Boat and Shore Regiment.
7. Boat Battalion, 592d Engineer Boat and Shore Regiment.

* Companies A and F, 592d Engineer Boat and Shore Regiment, are included twice in the above awards. The 26 officers and 543 men of these two companies who earned their first Presidential Citation at Corregidor are therefore entitled to the Oak Leaf Cluster for their second Presidential Citation.

A recommendation for Company A, 532d Engineer Boat and Shore Regiment for its work at Nassau Bay is pending.

SECTION B

MERITORIOUS SERVICE UNIT PLAQUE

Headquarters and Headquarters Company, 2d Engineer Special Brigade

From 1 October 1944 to 31 March 1945, the Headquarters and Headquarters Company, 2d Engineer Special Brigade performed its function in the service, direction and administration of the Brigade in an exceptionally superior manner. During the period from 1 October to 12 October on which date the first echelon embarked at Hollandia to participate in the initial assault on the Island of Leyte, the personnel worked day and night in the preparation and loading of equipment. An entire Liberty Ship had to be completely unloaded and the Brigade equipment reloaded aboard two LSTs and

the same Liberty Ship in a period of four days. On A-Day, 9 officers and 32 enlisted men debarked on Red Beach, Leyte. Twelve direct hits were scored on these 2 LSTs and the casualties suffered by this company were 2 officers and 2 enlisted men wounded in action. Members of the company assisted in caring for other casualties and in extinguishing fires. Immediately upon debarkation the CP and a perimeter defense were established on the beach; every man worked with feverish zeal and energy to unload the LSTs in as short a time as possible. Despite heavy mortar and sniper fire and numerous air raids, the job was accomplished in record time. The mess personnel operating with planned efficiency, served hot food to the personnel of the company and many neighboring units throughout the day. On A plus 2, the second echelon of 5 officers and 43 enlisted men debarked on White Beach, Leyte. A brief reconnaissance of the area located a temporary camp area on Monument Beach near Tacloban. On A plus 4, the remainder of the company debarked from the Liberty ship. From 1 October 1944 to 31 March 1945 this company moved and reestablished the entire Brigade Headquarters in six different locations, at Hollandia, Dutch New Guinea; Red Beach, Tacloban, Telegrapho, Tanauan and San Roque, Leyte, Philippine Islands. These moves were made in order to cooperate with the Air Corps and a General Hospital in the establishment of their installations. On every one of the 16 major amphibious landings in the Philippine Campaign in which a unit of the Brigade participated, at least 1 officer and 2 enlisted men of this organization accompanied the task force for liaison and other purposes. The officers and men of this company have demonstrated remarkable efficiency, initiative, and outstanding devotion to duty and by their long hours of hard work, ingenuity, and professional skill have been largely responsible for the successful execution of the Brigade activities throughout the entire Philippine Campaign.

Quartermaster Headquarters and Headquarters Company, 2d Engineer Special Brigade

For superior performance and devotion to duty from 25 September 1944 to 31 May 1945. During this period, the Quartermaster Headquarters and Headquarters Company, 2d Engineer Special Brigade has, under very difficult conditions, performed its function of supplying the units of the Brigade for combat operations in an exceptionally superior manner. From 25 September 1944 to 12 October 1944, this company had to supply the entire Brigade with Quartermaster supplies for participation in the Leyte Operation. This task was rendered most difficult as the company had to move their installations from Finschhafen to Hollandia at the same time they were delivering supplies to our task groups at Biak, Maffin Ban, Hollandia and Manus. At Leyte, Philippine Island, on A plus 4, the Liberty ship bringing in the bulk of the company's personnel and supplies was bombed and strafed by enemy planes. From then on this company was subjected to almost constant enemy air attacks. On 25 October a bomb was dropped in their bivouac area, killing three of their men and wounding seven. Despite this tragedy the remaining personnel continued their duties of supplying the Brigade, preparing their warehouses, unloading their supplies from the Liberty ship and manning a perimeter defense. Immediately after the initial phase of the Leyte Operation this company started supplying the Brigade for subsequent com-

bat landings in the Philippine Islands. From 1 October 1944 to 31 May 1945 this company moved and partially reestablished their installations in six different locations without allowing any serious interference in supply of the Brigade units. A shortage of supplies has been another of the numerous handicaps faced by this company, but through the initiative and untiring efforts of its officers and men, they have met every situation. The combined efforts of all men in the Quartermaster Headquarters and Headquarters Company, 2d Engineer Special Brigade, to supply the Brigade for its 51 combat landings from 20 October 1944 to 31 May 1945 in the liberation of the Philippine Islands have been an inspiration to this command and a contributing factor in the success attained.

287th Signal Company, 2d Engineer Special Brigade

Under the provisions of Section I, Circular No. 345, War Department, 23 August 1944, as amended, in addition to the Meritorious Service Unit Plaque awarded to the 287th Signal Company, as announced in General Orders No. 4, Headquarters, Sixth Army, 9 January 1945, a Star to the Meritorious Service Unit Plaque is awarded to this unit by the Commanding General, Eighth Army. For superior performance and devotion to duty from 15 December 1944 to 15 June 1945. During military operations in the Philippine Islands, this unit was assigned to an Engineer Special Brigade. Its function was to provide signal supply, and to maintain wire and radio communications and radar installations in all echelons of command. Operating with a highly mobile headquarters, the company successfully maintained unbroken wire and radio networks with Brigade units throughout the Philippine Islands. Numerous radio installations were completed, and seriously damaged telephone equipment was rapidly repaired. At Cebu the company, in the face of enemy shelling, effectively made radar installations. In accomplishing its mission in a superlative manner, the 287th Signal Company displayed unusual initiative and great devotion to duty, and consistently maintained high standards of morale, military courtesy and discipline.

The above award is the second one for the 287th Signal Company, this company having won its first award for the six months period, June 15, 1944 to December 15, 1944, when it was so active in New Guinea and at Leyte. The members of this company therefore, are entitled to a Star on their Meritorious Service Emblem.

162d Ordnance Maintenance Company

For superior performance and outstanding devotion to duty from 1 January 1944 to 30 June 1944. As a part of an Engineer Special Brigade, this company displayed untiring energy, cheerfulness and great efficiency in carrying out their assigned duties. As a result of the extended efforts of the officers and men, many new ingenious devices were developed out of salvage materials to meet urgent operational needs. Among these accomplishments were improved gun mounts and special installations of barrage rocket launchers for landing craft. These special developments proved their worth in combat operations throughout the Southwest Pacific Area. On one occasion, in order to meet an operation deadline, this company performed, in three days, the enormous task of uncrating, assembling, checking, greasing and road testing sixteen—2½ ton trucks. The company not only worked on Brigade vehicles, instruments and armament, but also performed numerous jobs

for the Air Corps and other army agencies. The officers and men displayed fine discipline and morale. This unit, at all times, maintained a high standard of appearance of personnel, installations and equipment.

262d Medical Battalion

This unit served with an Engineer Special Brigade, operating First Aid Stations in New Guinea, Biak Island, and the Philippine Islands from 1 October 1944 to 1 February 1945. Company A was attached to a Cavalry Division, Company C to an Infantry Division and Headquarters Detachment to a Medical Group for the operations of Leyte Island. The unit set up clearing stations on the invasion beaches handling casualties efficiently and with a minimum delay, working long hours through frequent air raids and extremely adverse weather conditions. Evacuation stations were set up and functioning within one-half hour after the clearing stations were established. For many hours these were the only medical facilities available. During this period the battalion handled 2549 admissions, 11067

evacuations (by air and water) and 19490 treatments. In addition to this, treatment was rendered to numerous Filipino civilians. The initiative, ability, determination, and devotion to duty displayed by the battalion was exemplary, and was responsible in a great measure for the superior medical services rendered in these operations.

562d Engineer Boat Maintenance Battalion

The entire 562d Engineer Boat Maintenance Battalion was also awarded the Meritorious Service Unit Plaque for its excellent work in maintaining craft of the Brigade during the critical Leyte operations. Their preliminary work in New Guinea was so thoroughly done that not a single landing craft broke down due to mechanical deficiency although the companies of this battalion were frequently moved throughout the various islands of the Philippines. They always set up promptly in their new areas and worked day and night in keeping up the maintenance standards of the Brigade. During most of this period the Battalion was commanded by Lt. Col. Simpson of Knoxville, Tennessee.

INDIVIDUAL DECORATIONS

MEDAL OF HONOR

Pvt JUNIOR N. VAN NOY

532d Engineer Boat and Shore Regiment

Citation:

For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy near Finschhafen, New Guinea, on 17 October 1943. When wounded late in September, Private VAN NOY declined evacuation and continued on duty. On 17 October 1943 he was gunner in charge of a machine-gun post only five yards from the water's edge when the alarm was given that three enemy barges loaded with troops were approaching the beach in the early morning darkness. One landing barge was sunk by Allied fire, but the other two beached ten yards from Private VAN NOY's emplacement. Despite his exposed position, he poured a withering hail of fire into the debarking enemy troops. His loader was wounded by a grenade and evacuated. Private VAN NOY, also grievously wounded, remained at his post, ignoring calls of nearby soldiers urging him to withdraw, and continued alone to fire with deadly accuracy. He expended every round and was found covered with wounds, dead beside his gun. In this action, Private VAN NOY killed at least half of the thirty-nine enemy taking part in the landing. His heroic tenacity at the price of his life not only saved the lives of many of his comrades but enabled them to annihilate the attacking detachment.

Note. Pvt Van Noy was the first Engineer Soldier and the first member of the Army Service Forces to win the Medal of Honor in the war.



MEDAL OF THE DISTINGUISHED SERVICE
ORDER OF THE COMMONWEALTH OF
AUSTRALIA

LT COL (Later Col) ERNEST D. BROCKETT JR.
532d Engineer Boat and Shore Regiment
For heroism at Lae and Finschhafen.

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DISTINGUISHED SERVICE CROSS

2d Lt CHARLES C. KEELE

532d Engineer Boat and Shore Regiment

Citation:

For extraordinary heroism in action near Nassau Bay, New Guinea, on 2 July 1943. After the initial landing of American forces on Nassau Bay, medical supplies were urgently needed. Despite the probability of enemy attack, Second Lieutenant KEELE, in command of a small craft, proceeded in broad daylight to effect the delivery. Before the trip was half completed, enemy aircraft attacked the boat. Although wounded five times, Second Lieutenant KEELE refused to allow the crew to turn back to the nearest hospital, and insisted that the vessel continue. The supplies were delivered, in spite of the rough seas. More than ten hours elapsed before he could reach a hospital, and he died of his wounds five days later. In placing the completion of his mission ahead of his own welfare, Second Lieutenant KEELE showed the true quality of a soldier.

1st Lt HENDERSON E. McPHERSON

532d Engineer Boat and Shore Regiment

Citation:

For extraordinary heroism in action near Lae, New Guinea, on 13, 14 and 15 September 1943. During the advance on Lae, units of Australian infantry were held up by the flooded Busu River. On 13 September, one battalion, making the crossing by rubber boats and by swimming, had lost a large part of its weapons and ammunition. They were left in a precarious position facing strong enemy positions about three hundred yards from the river. During the night, the landing craft commanded by First Lieutenant McPHERSON ferried urgently needed equipment to this battalion. He then voluntarily continued to ferry reinforcements around the mouth of the river, under fire from machine guns, mortars and seventy-five millimeter guns. When the steering gear was damaged by enemy fire, he rigged an emergency tiller and steered from an exposed position in the stern. Although about forty trips were necessary, occupying forty-eight hours, First Lieutenant McPHERSON declined relief and finished the undertaking. His efforts were an important factor in breaking the resistance of the enemy at this point and hastening the capture of Lae. His displayed admirable courage, skill and determination in this engagement.

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T/4 ROBERT F. WINTER

592d Engineer Boat and Shore Regiment

Citation:

For extraordinary heroism in action near Arawe, New Britain, on 18 December 1943. During a reconnaissance patrol, the landing craft on which Technician WINTER was gunner and signalman was attacked by several enemy barges. Although seriously wounded in both legs, he propped himself up and continued firing. His accurate fire held off the enemy barges long enough for his patrol to beach the craft, destroy equipment, and remove supplies to the shore. When the patrol started back through dense mangrove swamps toward Arawe, carrying Technician WINTER on a stretcher, the progress was very slow. With a keen realization of the importance of the information about enemy dispositions which the quick return of the patrol would make available to our forces, and with great courage and unselfishness, Technician WINTER insisted that the patrol leave him behind for rescue at a later time. With a limited quantity of water, rations, and medical supplies, he was concealed in a grove from which he was not rescued until after a period of thirteen days had passed. The display of bravery, fortitude, and high devotion to duty of Technician WINTER contributed significantly to the early return of the patrol with important information.

MEDAL OF THE LEGION OF MERIT

CERRINA, JOSEPH, T/Sgt, 162d Ordnance Maintenance Company
CLAYPOOL, CHARLES B., Lt Col, 532d Engineer Boat and Shore Regiment
CONLEY, ORVEL, T/4, 592d Engineer Boat and Shore Regiment
FOKIANOS, JOHN, S/Sgt, 542d Engineer Boat and Shore Regiment
GOLDSWORTHY, RONALD A., S/Sgt, 542d Engineer Boat and Shore Regiment
HEAVEY, WILLIAM F., Brig Gen, Hq, 2d Engineer Special Brigade
IVEY, ELLIS M. Jr., 1st Lt, 562d Engineer Boat Maintenance Battalion
JONES, RALPH W., JR., Capt, 542d Engineer Boat and Shore Regiment
KAPLAN, LEONARD, Lt Col, 592d Engineer Boat and Shore Regiment
KEYES, ALLEN L., Col, 592d Engineer Boat and Shore Regiment
LONG, PHILIP W., Lt Col, 542d Engineer Boat and Shore Regiment
MAGNUSON, HARRY J., S/Sgt, 542d Engineer Boat and Shore Regiment
NEFF, JOHN K., Lt Col, 592d Engineer Boat and Shore Regiment
O'HALLORAN, THOMAS G., S/Sgt, 542d Engineer Boat and Shore Regiment
SHAUL, REX K., Major, 592d Engineer Boat and Shore Regiment
STEINER, JOHN J. F., Col, 532d Engineer Boat and Shore Regiment
RISING, HARRY N., Major, 532d Engineer Boat and Shore Regiment
VOLGENAU, ELMER P., Lt Col, Headquarters, 2d Engineer Special Brigade
WALKER, HOWARD D., T/4, 542d Engineer Boat and Shore Regiment
WELLS, ROBERT E., Capt, 542d Engineer Boat and Shore Regiment



Anti-aircraft gunners aboard MV Noordam prepare 50-caliber ammunition belts.

SILVER STAR



ALVAREZ, CANDIDO, Pvt	542d EBSR	Nassau Bay, N. G.	20 Jul 43
ANGERER, JOE, T/5	542d EBSR	Salamaua, N. G.	20 Aug 43
BABCOCK, MERLE L., Pfc	532d EBSR	Sulu Sea, PI	21 Dec 44
BENNER, CLARENCE J., T/4	592d EBSR	Arawe, N. B.	17 Dec 43
BOWEN, JACK N., T/5	542d EBSR	Wakde Island, DNG	18 May 44
BRIM, BYRON A., 1st Lt	542d EBSR	Biak Island, DNG	27 May 44
BRINEY, CLIFFORD, T/5	592d EBSR	Admiralty Is.	15 Mar 44
*BROCKETT, ERNEST D., JR., Lt Col	532d EBSR	Lae, N. G.	18 Sep 43
		Humboldt Bay, N. G.	24 Sep 44
BRUSH, DOUGLAS C., T/5	542d EBSR	Wakde Island, DNG	18 May 44
BURRITT, HARRY, JR., T/4	542d EBSR	Nassau Bay, N. G.	20 Jul 43
*CHAMBERS, RALPH F., S/Sgt	542d EBSR	Tambu Bay, N. G.	20 Jul 43
		Biri Island, PI	20 Feb 45
CLAYPOOL, CHARLES B., Lt Col	532d EBSR	Humboldt Bay, N. G.	22 Apr 44
CUNNINGHAM, VINCENT S., Capt	262d Med Bn	Humboldt Bay, N. G.	23 Apr 44
DALTON, ROBERT F., 2d Lt	532d EBSR	Humboldt Bay, N. G.	23 Apr 44
DeFORD, DON D., Capt	542d EBSR	Biak Island, DNG	27 May 44
ENDERS, EDWARD E., T/5	532d EBSR	Humboldt Bay, N. G.	23 Apr 44
FINNEGAN, MICHAEL J., T/4	542d EBSR	Wakde Island, DNG	18 May 44
GUNNING, THOMAS E., JR., Pvt	542d EBSR	Biri Island, PI	20 Feb 45
HAMMOND, ERNEST R., T/4	532d EBSR	Lae, N. G.	14 Sep 43
HEATH, ROBERT S., 1st Lt	532d EBSR	Humboldt Bay, N. G.	23 Apr 44
HELLESKOV, ERIK, T/Sgt	542d EBSR	Salamaua, N. G.	20 Aug 43
HOLSTLAW, ALBERT W., T/4	532d EBSR	Lae, N. G.	14 Sep 43
KUMP, RICHARD A., Pvt	532d EBSR	Lae, N. G.	6 Sep 43
LANE, CHARLES K., Major	S/Btry	Biak Island, DNG	11 Jun 44
LOISELLE, FRANCIS M., S/Sgt	532d EBSR	Nassau Bay, N. G.	30 Jul 43
LONG, PHILIP W., Lt Col	542d EBSR	Biak Island, DNG	29 May 44
MACKIE, FRANKLIN N., T/4	542d EBSR	Biri Island, PI	20 Feb 45
MAKART, CARL D., Major	532d EBSR	Humboldt Bay, N. G.	23 Apr 44
McADAMS, FRANCIS T., S/Sgt	532d EBSR	Lae, N. G.	14 Sep 43
MULLIKEN, WALLACE M., Capt	542d EBSR	Tambu Bay, N. G.	20 Jul 43
NEILSON, ALEXANDER M., Col	532d EBSR	Mindoro Island, PI	18 Dec 44
PEARSON, BOWATER, T/Sgt	532d EBSR	Nassau Bay, N. G.	30 Jun 43
PETERS, ANTHONY T., Pfc	592d EBSR	Ipil, Leyte, P. I.	8 Dec 44
PIERCE, JOHN Q., T/Sgt	532d EBSR	Sulu Sea, PI	21 Dec 44
PLANTE, JOHN J., T/4	542d EBSR	Tambu Bay, N. G.	20 Jul 43
POFFENBARGER, JOHN O., 1st Lt	532d EBSR	Finschhafen, N. G.	25 Sep 43
POMEROY, HARRY, Pvt	542d EBSR	Biri Island, P. I.	20 Feb 45
POPA, STEPHEN, Cpl	532d EBSR	Finschhafen, N. G.	17 Oct 43
RADETSKI, PAUL P., T/5	532d EBSR	Lae, N. G.	14 Sep 43
*RISING, HARRY N., Major	532d EBSR	Finschhafen, N. G.	10 Oct 43
		Humboldt Bay, N. G.	23 Apr 44
ROUGHTON, MILES U., T/4	532d EBSR	Nassau Bay, N. G.	9 Jul 43
STEVENSON, EDWIN T., Capt	S/Btry	Ormoc, Leyte, P. I.	7 Dec 44
SWEATTE, FELIX G., T/Sgt	532d EBSR	Nassau Bay, N. G.	30 Jun 43
SWENSON, GEORGE W. P., 1st Lt	S/Btry	Dempta Bay, N. G.	23 Apr 44
SWISHER, STEPHEN A., III, 1st Lt	262d Med Bn	Humboldt Bay, N. G.	23 Apr 44
WALDUM, HAROLD P., T/4	592d EBSR	Admiralty Is.	17 Mar 44
WELCH, ARTHUR R., T/4	592d EBSR	Arawe, N. B.	26 Feb 44
WELCH, WILLIAM H., Pfc	542d EBSR	Tambu Bay, N. G.	20 Jul 43
WELLS, ROBERT E., Major	542d EBSR	Biak Island	7 Jun 44
WINGER, GEORGE W., Pfc	532d EBSR	Lae, N. G.	14 Sep 43
WODRICH, LESTER H., T/5	542d EBSR	Wakde Island, DNG	18 May 44
ZEMAN, GEORGE J., T/5	542d EBSR	Wakde Island, DNG	18 May 44

* Oak Leaf Cluster.

SOLDIER'S MEDAL



BRAY, BIRON G., Pvt	592d EBSR	Arawe, N. B.	26 Feb 44
CATHERS, EARLE R., Pvt	287th Sig Co.	Yeppon, Aust.	28 Apr 43
CERRINA, JOSEPH, T/Sgt	162d Ord Co.	Finschhafen, N. G.	8 Sep 44
DeHAUT, WILLIAM P., T/5	532d EBSR	San Pedro Bay, P. I.	11 Apr 45
GILBERT, ELLIS C., T/5	592d EBSR	Cape Sudest, N. G.	2 Feb 44
GOLDBERG, EDWARD H., Pvt	592d EBSR	Dixon, Illinois	27 Dec 42
HAMPTON, GEORGE T., Pfc	592d EBSR	Cairns, Aust.	13 Sep 43
HUETER, ERNEST B., 1st Lt	592d EBSR	Cape Cod, Mass.	2 Oct 42
MANIERI, TYRELL D., 1st Sgt	532d EBSR	Nassau Bay, N. G.	30 Jul 43
McGUIRE, WILLIAM B., 1st Lt	532d EBSR	Manila, P. I.	11 May 45
MOULD, HERBERT J., Pvt	532d EBSR	Palawan, P. I.	6 Jun 45
NORDLE, LOUIS F., T/4	532d EBSR	Lae, N. G.	15 Nov 43
SHELTON, LEO A., T/5	532d EBSR	Humboldt Bay, N. G.	1 May 44
SPRINGER, ODEY L., T/5	592d EBSR	Leyte, P. I.	18 Nov 44
SURRATT, VIRGIL R., T/4	562d EBM Bn	San Pedro Bay, P. I.	17 Nov 44

BRONZE STAR MEDAL

HA—Heroic Action

MA—Meritorious Achievement

ABELL, LESLIE H., 1st Lt	592d EBSR	MA Admiralty Is.	9 Mar-30 Apr 44
ADDIS, LAVERNE C., T/5	532d EBSR	HA Mindoro Is., PI	15 Dec 44
*AGUIAR, ARTHUR J., T/4	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
		HA Sulu Sea Near PI	21 Dec 44
AMBLER, ARTHUR E., T/5	532d EBSR	MA New Guinea	30 Jul 43-15 Feb 44
ANDERSON, GEORGE F., T/Sgt	532d EBSR	MA New Guinea	4 Sep-8 Oct 43
ANDERSON, GLEN H., T/5	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
ANDERSON, JOHN R., T/Sgt	532d EBSR	MA Humboldt Bay, N. G.	22 Apr-1 May 44
ANDERSON, RAY E., S/Sgt	562d EBM Bn	MA Leyte, P. I.	1 Sep-9 Oct 44
ANTIOCO, FRED P., T/5	532d EBSR	MA Lae, N. G.	13 Sep-15 Sep 43
ANTONUCCI, ANGELO A., S/Sgt	542d EBSR	MA Hollandia, DNG	22 Apr-17 Jul 44
ARCHACKI, STANLEY R., Pfc	542d EBSR	HA Biak Island, NEI	27 May 44
ARING, FORREST, T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
ARMSTRONG, FRANKLIN J., T/4	592d EBSR	HA Admiralty Is.	11 Mar 44
ARTHUR, CHARLES S., T/4	532d EBSR	HA Nassau Bay, N. G.	9 Jul 44
AXTELL, CHANDLER A., S/Sgt	S/Btry	HA Leyte, P. I.	7 Dec 44
BAGOZZI, JULIE G., M/Sgt	562d EBM Bn	MA New Guinea and Leyte, P. I.	1 Nov 43-10 May 45
BAKER, JOSEPH H., Capt	592d EBSR	MA Admiralty Is.	15 Mar-25 Apr 44
BALINT, LOUIS, S/Sgt	542d EBSR	MA New Guinea	15 Nov 43-22 Jun 44
BALL, MARTIN O., 1st Sgt	532d EBSR	MA Lae, N. G.	4 Sep-1 Oct 43
BALL, VIRGIL G., T/5	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
BALTHROP, JOHN E., JR., T/4	542d EBSR	HA Cebu, P. I.	26 Mar 45
BARATTI, VINCENT J., S/Sgt	532d EBSR	HA Lae, N. G.	4 Sep 43
BARLOW, WILLARD J., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
BARNARD, BULEN, S/Sgt	542d EBSR	HA Biak Island, NEI	7 Jun 44
BARNETT, BURTON E., S/Sgt	532d EBSR	HA Mindoro Island, P. I.	18 Dec 44
BARRETT, ARTHUR H., Major	Hq, 2d ESB	MA New Guinea and Phil. Is.	23 Sep 44-30 Mar 45
BASS, GEORGE N., JR., Capt	Hq, 2d ESB	MA Leyte, P. I.	27 Dec 44-14 Mar 45

BEAL, ASA J., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
BEALS, DANIEL W., Sgt	S/Btry	HA Leyte, P. I.	7 Dec 44
BEAVER, WALTER D., Capt	S/Btry	HA Biak Island, NEI	8 Jun 44
BENDA, WILBUR L., Sgt	532d EBSR	MA New Guinea	22 Sep-15 Oct 43
BEYERS, ROBERT W., T/4	532d EBSR	HA Lae, N. G.	12 Sep 43
BICKNESS, LAVERNE M., S/Sgt	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
BIDWELL, CHARLES E., S/Sgt	532d EBSR	MA New Guinea	4 Sep-8 Oct 43
BLANCHARD, KARL W., Lt Col	Hq, 2d ESB	MA Leyte, P. I.	26 Dec 44-21 Mar 45
BLUDWORTH, RICHARD W., JR., T/Sgt	562d EBM Bn	HA Oro Bay, N.G.	7 Jul 43
BOBER, EDWARD J., T/5	532d EBSR	HA Mindoro Island, P. I.	18 Dec 44
BOLES, ERNEST E., T/5	592d EBSR	HA Leyte, P. I.	7 Dec 44
BOSTROM, CARL G., T/5	532d EBSR	MA Finschhafen, N. G.	22 Sep-10 Oct 43
BRAMSTEDT, WALTER E., T/5	532d EBSR	HA Lae, N. G.	4-8 Sep 43
BREEDING, DALTON, T/4	592d EBSR	HA Cape Gloucester, N. B.	25 Jan 44
BREWER, ORVILLE G., T/5	532d EBSR	HA Mindoro Island, P. I.	15 Dec 44
BROCKETT, ERNEST D., JR., Lt Col	532d EBSR	MA Palo, Leyte, P. I.	20-28 Oct 44
BROWN, LOUIS J., T/4	532d EBSR	HA Nassau Bay, NG	2 Jul 43
BRUNELLO, PAUL, S/Sgt	532d EBSR	HA Finschhafen, NG	21 Oct 43
BUCHANAN, HAROLD J., T/Sgt	562d EBM Bn	MA Leyte, PI	22 Oct 44-30 Mar 45
BUDDE, WALTER H., T/5	532d EBSR	MA Finschhafen, NG	22 Sep-15 Oct 43
BUGDUMUS, ANTHONY, T/5	532d EBSR	HA Lae, NG	11-12 Sep 43
BUFFONI, HARRY J., T/4	532d EBSR	MA New Guinea 4 Sep-10 Oct 43 & 22 Apr-10 May 44	
BURKE, LOU, T/Sgt	532d EBSR	HA Lae, NG	13 Sep 43
BURNSIDE, FRANK E., S/Sgt	Hq 2d ESB	MA SWPA	2 Jul 44-10 May 45
BURRIS, ALLEN R., T/4	532d EBSR	MA Lae & Finschhafen, NG	4 Sep 43-15 Feb 44
BUTLER, WILFRED J., T/4	542d EBSR	HA Biak Island, NEI	7 Jun 44
BYOCK, SEYMOUR, T/4	592d EBSR	MA Cape Gloucester, NB	26 Dec 43-8 May 44
*BYRNES, WILLIAM H., T/5	532d EBSR	HA Lae, NG	8 Sep 43
		HA Leyte, PI	20 Oct 44
CAMPBELL, BRUCE B., 1st Lt	532d EBSR	MA New Guinea	4 Sep 43-10 May 44
CANNING, JOHN V., T/5	542d EBSR	MA New Guinea	7 Aug 43-25 Jan 44
CANTANZARITA, SALVATORE J., Pfc	262d Med Bn	HA Biak Island, NEI	7-16 Jun 44
CARRENO, JOSEPH J., 2d Lt	562d EBM Bn	MA Leyte, PI	22 Oct 44-1 Feb 45
CARTWRIGHT, HARRY A., JR., T/5	542d EBS	HA Biak Island, NEI	7 Jun 44
CASTELLUZZI, FRANK, T/5	532d EBSR	MA Finschhafen, NG	22 Sep 43-1 Feb 44
CAUDILL, WOODROW, T/5	532d EBSR	HA Finschhafen, NG	16-17 Oct 43
CHAMBERS, RALPH F., S/Sgt	542d EBSR	HA Biak Island, NEI	7 Jun 44
CHATTERTON, HARLEY M., JR., Capt	542d EBSR	MA Biak Island, NEI	20 Jul-27 Aug 44
CHEEK, HORACE L., 1st Lt	542d EBSR	MA Cebu, PI	26-28 Mar 45
CHRISTIE, ROY S., T/4	532d EBSR	MA Lae & Finschhafen, NG	Sep 43-Feb 44
CLAPSO, JOSEPH E., Pvt	562d EBM Bn	MA New Britain	26 Dec 43-8 May 44
CLARK, BENJAMIN H., JR., S/Sgt	592d EBSR	MA New Britain	22-24 Feb 44
CLAYPOOL, CHARLES B., Lt Col	532d EBSR	MA Mindoro Island, PI	22 Nov-31 Dec 44
CLIFT, MORTIMER A., Capt	Hq 2d ESB	HA Lae, NG	11-12 Sep 43
COATES, FRANK K., S/Sgt	532d EBSR	HA Leyte, PI	20 Oct 44
COBB, GROVER G., T/5	542d EBSR	MA New Guinea	7 Aug 43-25 Jan 44
COLEMAN, EDWARD C., 1st Lt	592d EBSR	MA Legaspi, Luzon, PI	1 Apr-25 Jun 45
COLLIER, BARRON, JR., Capt	Hq 2d ESB	MA Lae, NG	4 Sep-3 Oct 43
COMMANDELLA, EMIL H., T/4	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
CONWAY, THOMAS R., Pfc	542d EBSR	HA Biak Island, NEI	7 Jun 44
CORMIER, JOHN W., T/4	532d EBSR	HA Hollandia DNG	23 Apr 44
CRAMPTON, JOSEPH H., T/5	532d EBSR	HA Hollandia DNG	23 Apr 44
CROUCH, ONIE, T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
CROWTHER, RUSSELL L., T/5	592d EBSR	MA Admiralty Is.	9 Mar-30 Apr 44
DAVIDSON, LESTER W., Sgt	532d EBSR	HA Nassau Bay, NG	3 Jul 43
DAVIS, CARTHON W., T/5	542d EBSR	MA Biak Island, NEI	27 May-15 Aug 44
DAVIS, DONALD B., 1st Lt	S/Btry	HA Biak Island, NEI	7 Jun 44
DAVIS, MELVIN A., T/Sgt	542d EBSR	MA New Guinea	17 May-5 Jul 44
DeCOOK, ALPHONSE J., T/5	532d EBSR	HA Lae, NG	4-8 Sep 43
DeFORD, DON D., Major	542d EBSR	MA Cebu, PI	26-28 Mar 45
DENK, LAWRENCE L., T/4	532d EBSR	MA Hollandia, DNG	22-28 Apr 44
DEPOY, DAROLD L., T/5	592d EBSR	HA Cape Gloucester, NB	25 Jan 44
DIBBLE, WORTHAM W., 1st Lt	532d EBSR	HA Hollandia, DNG	23 Apr 44
DICKS, JOHN A., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
DOBRON, JOHN F., T/5	532d EBSR	MA New Guinea	23 Sep 43-1 Feb 44
DODGE, CECIL E., T/5	532d EBSR	HA Lae, NG	8 Sep 43
DODGEN, LEONARD L., T/4	542d EBSR	HA New Guinea	17 May 44
DOMER, WILLIAM G., WO/JG	592d EBSR	MA Admiralty Is.	2 Mar 44
DONAHUE, PHILIP T., Pvt	532d EBSR	HA Hollandia, DNG	23 Apr 44

* Oak Leaf Cluster.

D'ONOFRIO, FRANCIS A., 2d Lt	542d EBSR	HA Biak Island, NEI	7 Jun 44
DORAN, JAMES J., 1st Lt	592d EBSR	MA Corregidor, PI	16 Feb-1 Mar 45
DRINKWATER, LESLIE M., T/4	532d EBSR	MA New Guinea	4 Sep 43-15 Feb 44
DUHRKIPP, WALTER, S/Sgt	562d EBM Bn	MA Cape Gloucester, NB	26 Dec 43-8 May 44
DUFFY, JOHN E., 1st Lt	562d EBM Bn	MA Admiralty Is	9 Mar-30 Apr 44
DUIN, FRED H. F., T/4	532d EBSR	MA New Guinea	3 Sep 43-1 May 44
DUNCAN, JOE L., T/3	562d EBM Bn	MA New Guinea	27 Sep 43
DURR, RAY E., T/4	532d EBSR	MA Lae, NG	4 Sep-1 Oct 43
DURSTINE, RAYMOND L., T/4	S/Btry	HA Leyte, PI	7 Dec 44
DYER, ROBERT R., T/4	287th Sig	MA SWPA	14 Mar 43-31 May 45
EARLE, WILLIAM P. S., JR., 1st Lt	532d EBSR	HA Lae, NG	6 Sep 43
EDMONDSON, RALPH D., S/Sgt	532d EBSR	MA Romblon Is., PI	11-12 Mar 45
EDWARDS, E. L., Lt Col	542d EBSR	MA Leyte & Cebu, PI	15-31 Mar 45
EGAN, ROBERT, T/Sgt	532d EBSR	MA Nassau Bay, NG	30 Jun-15 Aug 43
EITMAN, REINHARDT A., T/4	532d EBSR	HA Lae, NG	13-15 Sep 43
*ELDER, RUSSELL F., T/	532d EBSR	MA Lae, NG	13-15 Sep 43
		HA Leyte, PI	20 Oct 44
ELY, KERMIT S., T/5	532d EBSR	MA Lae, NG	13-Sep 43
ERIE, THOMAS E., Sgt	562d EBM Bn	MA Cape Gloucester, NB	26 Dec 43-8 May 44
ESSIG, EDWARD J., T/4	532d EBSR	MA Admiralty Is.	1 May-21 Jul 44
ETSITTY, DICK, Pfc	532d EBSR	MA Lae & Finschhafen	4 Sep-30 Oct 43
ETTER, IVAN C., T/5	532d EBSR	MA Hollandia, DNG	22-24 Apr 44
EULOSIEWICZ, FRANK T., S/Sgt	532d EBSR	MA New Guinea	3 Sep 43-1 May 44
*FANFARA, WALTER S., Pvt	532d EBSR	MA Lae, NG	13 Sep 43
		HA Leyte, PI	20 Oct 44
FARRAHAR, GEORGE L., T/5	532d EBSR	MA Lae, NG	13-15 Sep 43
FERRALL, CHARLES C., Capt	592d EBSR	MA Admiralty Is.	1 May-21 Jul 44
FIEJDAZ, STANLEY A., T/Sgt	Hq Co 2d ESB	MA Leyte, PI	20-21 Oct 44
FITZGERALD, RONALD N., 2d Lt	532d EBSR	MA Lubang, PI	20-23 Feb 45
FLEMING, FRANK J., Pfc	532d EBSR	HA Hollandia, DNG	23 Apr 44
FLEMING, LESLIE H., Sgt	532d EBSR	HA Nassau Bay, NG	3 Jul 43
FLETCHER, JOHN T., T/5	532d EBSR	HA Nassau Bay, NG	30 Jun-1 Jul 43
FLOWERS, DON M., Pvt	532d EBSR	HA Hollandia, DNG	23 Apr 44
FLYNN, GEORGE B. J., S/Sgt	542d EBSR	MA SWPA	1 Oct 42-1 Feb 45
FORTNUM, HORACE W., T/4	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
FORTON, VINCENT R., 1st Lt	562d EBM Bn	MA Leyte & Mindoro	22 Oct 44-1 Feb 45
FOSTER, EDWIN T., 1st Lt	532d EBSR	MA Lae, NG	4-12 Sep 43
FOSTER, HOWARD E., T/5	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
FOWLKELS, BENJAMIN C., Col	542d EBSR	MA Biak Island, NEI	27 May-16 Jun 44
FRANKLIN, ARTHUR E., T/5	532d EBSR	HA Hollandia, DNG	23 Apr 44
FRANZEEN, ARNOLD C., Pvt	532d EBSR	M Palawan Is., PI	28 Feb-4 Mar 45
FREY, LAWRENCE R., T/4	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
FRIESE, GEORGE F., Capt	562d EBM Bn	MA Leyte, PI & New Guinea	25 Jul-6 Dec 44
FUSON, JACK C., Major	532d EBSR	MA Lubang, PI	16-18 Feb 45
GADE, HAROLD G., T/4	532d EBSR	MA Lae & Finschhafen, NG	Sep 3-Feb 44
GAGLIARDO, LOUIS J., T/4	542d EBSR	HA Biak Island, NEI	7 Jun 44
GANGUZZA, ANTHONY A., T/4	562d EBM Bn	MA Leyte, PI	22 Oct-12 Nov 44
GARBER, HARRY F., Lt Col	542d EBSR	MA Capul & Biri Is., PI	19-22 Feb 45
GARRISON, SHERMAN F., Pfc	532d EBSR	HA Mindoro Is., PI	15 Dec 44
GASKILL, LINEWOOD G., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
*GASPER, ALBERT W., Major	532d EBSR	MA Hollandia, DNG & Leyte, PI	1-28 Oct 44
		HA Mindoro Is., PI	18 Dec 44
GATIPON, ERNEST G., T/4	532d EBSR	MA New Guinea	4 Sep-30 Oct 43
GAULDING, AUBREY E., Sgt	287th Sig	MA Lae & Finschhafen, NG	4 Sep-25 Oct 43
GENTESSEE, GEORGE E., T/5	532d EBSR	MA Nassau Bay, NG	3 Jul 44
GESSERT, ARNOLD W., Pfc	532d EBSR	MA Lae, NG	4 Sep-1 Oct 43
GLOGOWSKI, STANLEY J., T/5	532d EBSR	HA Sulu Sea (near PI)	21 Dec 44
GODBOUT, JOSEPH O., T/5	542d EBSR	HA Biak Island, NEI	7 Jun 44
GOLD, EVERETT E., T/4	532d EBSR	MA New Guinea	4 Sep-30 Oct 43
GRAHAM, WESLEY J., 2d Lt	592d EBSR	MA Leyte, PI	25 Nov 44-15 Jan 45
GREEN, JAMES L., Pfc	592d EBSF	HA Hollandia, DNG	18 May 44
GREENE, SAM A., Pfc	532d EBSR	HA Leyte, PI	20 Oct 44
GUBITZ, NATHAN, T/5	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
GUTKNECHT, JOHN W., Capt	592d EBSR	MA Maffin Bay, DNG	9 Aug-9 Oct 44
HALDORSON, OLE J., T/4	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
HAMMILL, WILLIAM J., Sgt	532d EBSR	MA Leyte, PI	20 Oct 44
HAMMOND, ERNEST R., T/4	532d EBSR	HA Philippine Islands	21 Dec 44
HANCHULAK, NICHOLAS, Cpl	532d EBSR	HA Finschhafen, NG	17 Oct 43
HARPER, SAMUEL D., 1st Lt	592d EBSR	HA Leyte, PI	7 Dec 44
* Oak Leaf Cluster.			

HARRIS, RUTHERFORD, Capt	532d EBSR	HA Mindoro Is., PI	18 Dec 44
HARTNETT, PAUL, T/4	532d EBSR	HA Nassau Bay, NG	9 Jul 43
HATCHER, ROBERT C., 1st Lt	532d EBSR	HA Finschhafen, NG	16-17 Oct 43
HEAVEY, WILLIAM F., Brig Gen	Hq, 2d ESB	MA Leyte, PI	20 Oct 44
HENNEKE, ROY E., T/4	532d EBSR	MA Lae & Finschhafen, NG	Sep 43-Feb 44
HENNESSEY, KIERAN W., Capt	262d Med Bn	MA Leyte, PI	20 Oct-31 Dec 44
HENRY, ROBERT E., T/4	532d EBSR	MA Lae & Finschhafen, NG	Sep 43-Feb 44
HERR, LAWRENCE R., Pfc	532d EBSR	MA Leyte, PI	25 Oct 45
HERICK, EDWARD R., T/5	532d EBSR	HA Lae, NG	6 S.p. 43
HIGDON, JAMES, JR., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
HIGH, LACY E., S/Sgt	542d EBSR	MA Leyte, PI	31 Jan-25 Feb 45
HOLLAND, ARCHIE L., JR., Capt	542d EBSR	MA Saidor, NG	1 Jan-28 Mar 44
HOLMQUIST, EARL W., Pfc	542d EBSR	MA Cebu, PI	26-28 Mar 45
HOLMES, KENNETH T., T/5	532d EBSR	HA Hollandia, DNG	23 Apr 44
HOLTSBERRY, THOMAS J., T/4	532d EBSR	HA Finschhafen, NG	16-17 Oct 43
HOPKINS, JOHN E., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
HOUGHTALING, EDWARD L., T/Sgt	Hq Co 2 ESB	MA New Guinea & Leyte, PI	15 Sep 44-1 Jun 45
HOVEY, DARYL G., T/4	542d EBSR	HA Wakde Island, DNG	18 May 44
HUBER, GEORGE W.,	Hq Co 2 ESB	MA New Guinea & Leyte, PI	15 Sep 44-26 Dec 44
HUETTER, BERNARD R., JR., Capt	532d EBSR	MA Leyte, PI	20-28 Oct 44
HUFFMAN, THOMAS B., 1st Lt	532d EBSR	HA Lae, NG	11-12 Sep 43
HUGHES, ERNEST, T/4	592d EBSR	HA Cape Gloucester, NB	25 Jan 44
HUMMEL, RAYMOND L., Pfc	542d EBSR	HA Biak Island, NEI	7 Jun 44
HUND, CHARLES M., T/4	532d EBSR	HA Lae, NG	11-12 Sep 43
HUSS, OTIS P., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
JACOBS, PAUL H., Major	Hq 2 ESB	MA Leyte, PI	1 Jan-19 Jun 45
JAGER, KENNETH W., 1st/Sgt	532d EBSR	MA Hollandia, DNG	23 Apr 44
JARBOE, WILLIAM H., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
JELLISON, LOUIS R., S/Sgt	532d EBSR	HA Nassau Bay, NG	9 Jul 43
JENKINS, CARL L., T/5	532d EBSR	MA Hollandia, DNG	28 Apr 44
JENKINS, JOHN M., Major	542d EBSR	MA Leyte, PI	10 Dec 44-15 Mar 45
JEPEAL, PETER H., Cpl	532d EBSR	HA Lae, NG	4-8 Sep 43
JERGER, LORENZ, T/4	542d EBSR	MA Biri Is, PI	20 Feb 45
JOBE, HARMON, T/4	542d EBSR	HA Wakde Island, DNG	18 May 44
JOHNKEN, WAYNE E., S/Sgt	532d EBSR	MA Lae, NG	4-14 Sep 43
JOHNSON, WALLACE E., T/5	532d EBSR	HA Finschhafen, NG	16-17 Oct 43
JONES, CHARLES C., Sgt	262d Med Bn	MA Lae, NG	4-12 Sep 43
JONES, EDWIN L., Pfc	532d EBSR	HA Lae, NG	4-8 Sep 43
JONES, RALPH W., JR., Major	542d EBSR	MA Capul & Biri Is, PI	19-22 Feb 45
JULIUS, BEN J., Cpl	532d EBSR	HA Philippine Is	21 Dec 44
KAPLAN, LEONARD, Lt Col	592d EBSR	MA Admiralty Is	29 Feb-18 May 44
KARNATZ, EDWARD G., Pvt	542d EBSR	HA Biak Island, NEI	27 May 44
KARPINSKI, RAYMOND L., T/4	532d EBSR	HA Hollandia, DNG	23 Apr 44
*KASPER, ROBERT J., Col	532d EBSR	MA Biak Island, NEI	10 Jun-30 Jul 44
		MA Leyte, PI	6 Oct 44-24 Mar 45
KEEFE, JOHN J., S/Sgt	542d EBSR	MA New Guinea	15 Nov 43-22 Jun 44
KEJONEN, OTTO A., T/5	532d EBSR	MA Lae, NG	6 Sep 43
KELCH, JAMES R., T/5	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
KENDALL, LEONARD B., T/4	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
KENNEY, CLARENCE J., T/4	532d EBSR	HA Hollandia, DNG	23-24 Apr 44
KIGHTLINGER, EDWARD S., T/5	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
KIMBLE, ESSEL E., T/5	592d EBSR	HA Cape Gloucester, NB	25 Jan 44
KIRK, ELDEN L., T/5	542d EBSR	MA Biak Island, NEI	27 May-8 Aug 44
KNECHT, ROBERT L., Pfc	542d EBSR	HA Biak Island, NEI	7 Jun 44
KNETTER, CHARLES, T/5	532d EBSR	HA Hollandia, DNG	23 Apr 44
KOWALCZYK, CHARLES J., T/5	532d EBSR	HA Hollandia, DNG	23 Apr 44
KRIST, EDMUND J., T/4	532d EBSR	HA Mindoro Is, PI	18 Dec 44
KURIK, JOSEPH J., T/Sgt	542d EBSR	HA Cebu, PI	26 Mar 45
LAPIDUS, EARL A., 1st Lt	562d EBM Bn	MA Leyte, PI	23 Nov 44-7 Apr 45
LAWRENCE, JOHN M., T/4	532d EBSR	HA Mindoro Is, PI	30 Dec 44
LAWSON, ALBERT F., T/4	532d EBSR	HA Finschhafen, NG	16-17 Oct 43
LAZAROWITZ, HERMAN, T/4	532d EBSR	MA Lae & Finschhafen, NG	4 Sep-30 Oct 43
LEBAK, DONALD K., Pfc	532d EBSR	HA Lae, NG	6 Sep 43
LECLAIR, LEONARD A., Major	Hq 2 ESB	MA New Guinea & Leyte, PI	28 Jul 43-14 Feb 45
LEDER, EMANUEL S., T/5	532d EBSR	HA Nassau Bay, NG	2 Jul 43
LEE, JACK A., 2d Lt	532d EBSR	MA Lae & Finschhafen, NG	4 Sep-8 Oct 43
LEE, ROBERT C., Capt	532d EBSR	MA Leyte & Mindoro Is, PI	20 Oct 44-1 Feb 45
LEIBNER, SYDNEY, S/Sgt	532d EBSR	HA Lae, NG	6 Sep 43
LEONARD, CHARLES W., T/Sgt	592d EBSR	MA Leyte, PI	20 Dec 44-1 Jan 45

* Oak Leaf Cluster.

LEVY, IRA W., 1st Lt	592d EBSR	HA Cape Gloucester, NB	25 Jan 44
LEWMAN, JOSEPH A., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
LILLEGARD, ELMER L., T/5	542d EBSR	HA Biak Island, NEI	27 May 44
LINSCOTT, CECIL H., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
LONG, PHILIP W., Lt Col	542d EBSR	MA Luzon, Panay & Negros Is, PI	10 Mar-15 Apr 45
LOREK, JOSEPH W., Pvt	542d EBSR	HA Biak Island, NEI	27 May 44
LOWELL, ROSS S., S/Sgt	592d EBSR	MA Cape Gloucester, NB	26 Dec 43-8 May 44
LUCCHI, LUCIUS B., S/Sgt	532d EBSR	HA Nassau Bay, NG	3 Jul 43
LÜTHER, CLYDE S., T/4	592d EBSR	HA Arawe, NB	17 Dec 43
LYNN, WILLIAM R., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
MACIUSKA, PHILIP J., Cpl	532d EBSR	HA Lae, NG	4-12 Sep 43
MADDEN, GEORGE E., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
MAJERNIK, JOSEPH, Pfc	542d EBSR	MA Cebu, PI	26-28 Mar 45
MANCHESTER, MADISON J., 2d Lt	592d EBSR	HA Admiralty Is	2-4 Mar 44
MANIERI, TYRELL T., 1st Sgt	532d EBSR	MA Nassau Bay, NG	29 Jun-4 Jul 43
MANN, THOMAS K., Pfc	542d EBSR	HA Cebu, PI	14 Apr 45
MARSHALL, TONY, T/5	542d EBSR	HA Biak Island, NEI	7 Jun 44
MARTIN, JOHN P., Cpl	542d EBSR	HA Biak Island, NEI	27 May 44
McCAMPBELL, ELMO H., T/5	532d EBSR	MA Lae & Finschhafen, NG	4 Sep-30 Oct 43
McGINTY, THOMAS J., T/5	532d EBSR	MA Lae & Finschhafen, NG	Sep 43-Feb 44
McGOVERN, JOHN T., T/5	542d EBSR	MA Biri Island, PI	20 Feb 45
McGRATH, JAMES G., T/4	532d EBSR	MA Lae & Finschhafen, NG	4 Sep 43-15 Feb 44
McGRAW, LOWELL S., Capt	262d Med Bn	MA Leyte, PI	20 Oct-31 Dec 44
McGREGOR, MELVIN L., T/4	532d EBSR	MA New Guinea	4 Sep-20 Oct 43
McLANE, MILES P., T/4	532d EBSR	HA Lae, NG	6 Sep 43
McLAURIN, EDWARD E., T/5	532d EBSR	HA Hollandia, DNG	23 Apr 44
McPHERSON, HENDERSON E., Capt	532d EBSR	MA Mindoro Is, PI	21 Dec 44
*MEIER, RAYMOND O., Capt	532d EBSR	MA Leyte, PI	20 Oct 44
		HA Hollandia, DNG	23 Apr 44
MEYER, FRED B., 1st Lt	532d EBSR	HA Lae, NG	13-14 Sep 43
MICHALKIEWICZ, LEO A., Pvt	532d EBSR	HA Mindoro Island, PI	28 Dec 44
MIDTHASSEL, REIDAR, T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
MILLER, FREDERICK W., JR., Pvt	592d EBSR	HA Admiralty Is	2 Mar 44
MILLS, ELIJAH, T/5	542d EBSR	MA Cebu, PI	26-28 Mar 45
MILLS, WILLIE C., T/Sgt	532d EBSR	MA Lae, NG	4-14 Sep 43
MITCHELL, BERT M., Major	Hq, 2 ESB	MA New Guinea & Leyte, PI	16 Aug 43-11 May 45
MOLEND, JOSEPH A., Pfc	542d EBSR	MA Cebu, PI	26-28 Mar 45
MOLLOY, JOHN J., Capt	592d EBSR	MA Leyte, PI	26 Dec 44-10 Jan 45
MOLOSSO, ROBERT P., 1st Lt	532d EBSR	MA Nassau Bay, NG	29 Jun-15 Aug 43
MOONEY, FRANCIS M., T/5	532d EBSR	HA Hollandia, DNG	23 Apr 44
MOORE, JOSEPH G., Pvt	542d EBSR	HA Biak Island, NEI	7 Jun 44
MOSKOWITZ, VICTOR, S/Sgt	532d EBSR	MA Nassau Bay, NG	9 Jul 43
MOTTO, CHARLES P., Lt Col	542d EBSR	MA Visayan Group, PI	1 Mar-10 May 45
MULLIKEN, WALLACE M., Capt	542d EBSR	MA Biak Island, NEI	27 May-16 June 44
NAGY, FRANK J., Pfc	532d EBSR	HA Nassa uBay, NG	9 Jul 43
NAVARRA, MICHAEL A., Pfc	532d EBSR	MA Lae, NG	13-15 Sep 43
*NEILSON, ALEXANDER M., Col	532d EBSR	MA Hollandia, DNG	30 Apr-6 May 44
		MA Leyte, PI	1-28 Oct 44
NELSON, L. J., S/Sgt	592d EBSR	MA Leyte, PI	5 Nov 44-5 Jan 45
NEUHAUS, RICHARD, 1st Lt	532d EBSR	MA Nassau Bay, NG	29 Jun-15 Aug 43
NEVA, OSCAR H., T/5	532d EBSR	MA Lae & Finschhafen, NG	4 Sep-30 Oct 43
NEWTON, CECIL J., Capt	532d EBSR	MA Nassau Bay, NG	29 Jun-15 Aug 43
NIZZI, JOSEPH, M/Sgt	562d EBM Bn	MA Leyte, PI	16 Nov 44-1 Feb 45
NOLAN, JOHN, T/4	542d EBSR	HA Biak Island, NEI	7 Jun 44
NORRIS, J. JONATHAN, 1st Lt	542d EBSR	HA Biak Island, NEI	7 Jun 44
NUMINEN, TAUNO, T/5	532d EBSR	MA Lae & Finschhafen, NG	4 Sep 43-15 Feb 44
OAKLEY, CLYDE C., 1st Lt	532d EBSR	MA Nassau Bay, NG	29 Jun-14 Aug 43
OLIVER, ERNEST, Cpl	532d EBSR	MA Finschhafen, NG	22 Sep-15 Oct 43
OLIVER, WILLIE L., T/Sgt	592d EBSR	MA Admiralty Is	9 Mar-30 Apr 44
OLSEN, OLE K., T/4	532d EBSR	HA Mindoro Is, PI	18 Dec 44
OPPIDO, ALBERT A., 1st Lt	532d EBSR	HA Lae, NG	6 Sep 43
PAHRE, JOHN A., T/5	S/Btry	HA Leyte, PI	7 Dec 44
PAPPAS, STEVE N., T/5	542d EBSR	HA Wakde Island, DNG	9 Jul 44
PARKS, WINFRED L., T/4	532d EBSR	HA Mindoro Is, PI	28 Dec 44
PARROT, AMOS D., 2d Lt	532d EBSR	MA Lae & Finschhafen, NG	4 Sep 43-10 Sep 44
PAYNE, ALONZO W., T/3	562d EBM Bn	MA Philippine Islands	22 Oct 44-25 Jan 45
PEAKLER, MICHAEL J., T/Sgt	562d EBM Bn	MA Leyte, PI	24 Oct 44-1 Feb 45
PENALUNA, WILLIAM S., S/Sgt	532d EBSR	MA Lae, NG	4 Sep-1 Oct 43
* Oak Leaf Cluster.			

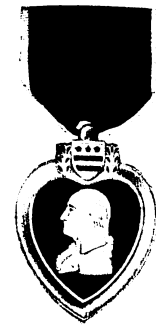
PEREZ, HENRY L., Pfc	532d EBSR	MA Lae & Finschhafen, NG	4 Sep-30 Oct 43
PERKINS, CLIFFORD E., T/4	532d EBSR	MA Lae & Finschhafen, NG	4 Sep-1 Oct 43
*PERKINS, THOMAS W., S/Sgt	532d EBSR	MA Lae & Finschhafen, NG	4-25 Sep 43
		HA Mindoro Is, PI	21 Dec 44
PETERSEN, ROBERT F., Capt	542d EBSR	MA Cebu, PI	26-28 Mar 45
*PETERSON, GERALD E., Capt	532d EBSR	MA Lae, NG	4-20 Sep 43
		MA Leyte, PI	20-28 Oct 44
PETRAS, SAMUEL S., S/Sgt	542d EBSR	MA New Guinea	15 Nov 43-22 Jun 44
PHILLIPS, JAMES W., Pfc	532d EBSR	HA Nassau Bay, NG	9 Jul 43
PHILLIPS, KENNETH D., T/4	542d EBSR	HA SWPA	18 May 44
PISAR, HARRY A., T/4	542d EBSR	MA New Guinea	7 Aug 43-25 Jan 44
PLAMONDON, WARREN A., 2d Lt	532d EBSR	MA Lae & Finschhafen, NG	4-25 Sep 43
POPE, FIELDING M., Lt Col	262d Med Bn	MA Leyte, PI	22 Oct-12 Dec 44
POPPEN, WILFRED E., 1st Lt	592d EBSR	MA Cape Gloucester, NB	26 Dec 43-11 Jan 44
POPPER, FRANCIS X., Capt	532d EBSR	HA Philippine Islands	18 Dec 44
POTTS, MAYNARD L., Pfc	532d EBSR	MA Lae & Finschhafen	4 Sep-30 Oct 43
PRICE, SNOWDEN L.,	532d EBSR	HA Nassau Bay, NG	20 Jun-1 Jul 43
RAFTER, PHILIP C., 1st Lt	532d EBSR	MA Hollandia, DNG	23 Apr 44
RALEY, ELTON, T/5	542d EBSR	HA Wakde Island, DNG	18 May 44
REED, MARVIN A., T/4	532d EBSR	HA Nassau Bay, NG	30 Jun-1 Jul 43
*REICHEL, MICHAEL J., Major	532d EBSR	MA Lae, NG	4-20 Sep 43
		MA Leyte, PI	20-28 Oct 44
		MA Mindoro Island, PI	22 Nov-31 Dec 44
		MA Palawan, PI	28 Feb 45
REIDY, NEIL F., T/4	532d EBSR	HA Lae, NG	6 Sep 43
RETCHLESS, ROBERT L., 1st Lt	562d EBM Bn	MA New Guinea	30 Jun 43-10 Mar 44
*REYNOLDS, BERNARD E., T/4	592d EBSR	HA Cape Gloucester, NB	25 Jan 44
		HA Leyte, PI	17 Aug 44
REYNOLDS, JOHN S., T/5	532d EBSR	MA Lae & Finschhafen, NG	Sep 43-Feb 44
RIALS, GRADY F., Capt	542d EBSR	HA Biak Island, NEI	27 May 44
*RICHARDS, C. FRED, Capt	592d EBSR	MA Admiralty Is	9 Mar-30 Apr 44
		MA Leyte, PI	26 Dec 44-10 Jan 45
RIDGWAY, HOMER E., T/5	542d EBSR	MA Cebu, PI	26-28 Mar 45
RIGGINS, JAMES W., T/4	532d EBSR	MA Hollandia, DNG	23 Apr 44
RIGNEY, EDWARD T., Lt Col	287th Sig	MA New Guinea	11 Aug 43-13 Oct 44
RISING, HARRY N., Lt Col	532d EBSR	MA Leyte, PI	20-28 Oct 44
*RITCHIE, BALIS, T/5	532d EBSR	HA Lae, NG	13-15 Sep 43
		HA Leyte, PI	20 Oct 44
		HA Leyte, PI	7 Dec 44
ROBB, JOHN A., T/4	S/Btry	HA Hollandia, DNG	23 Apr 44
ROBERTSON, HURMAN O., T/5	532d EBSR	MA Nassau Bay, NG	29 Jun-15 Aug 43
RODEMAN, WAYNE A., 1st Lt	532d EBSR	HA Biak Island, NEI	7 Jun 44
RODGERS, ROBERT W., T/4	542d EBSR	MA Leyte, PI	20 Oct 44
ROSEN, ABRAHAM E., Lt Col	262d Med Bn	MA Lae, NG	6-22 Sep 43
ROSENBAUER, LEONARD J., T/4	532d EBSR	HA Leyte, PI	20 Oct 44
ROTKOVITZ, HENRY M., S/Sgt	532d EBSR	HA Hollandia, DNG	23 Apr 44
RUEL, EMERY W., Cpl	532d EBSR	MA Lae, NG	4 Sep-15 Oct 43
RUGER, ARLINGTON, S/Sgt	592d EBSR	MA Lae & Finschhafen, NG	Sep 43-Feb 44
RURY, FRANKLIN, T/5	542d EBSR	MA Cebu, PI	26-28 Mar 45
RUTHERFORD, JOHN H., Pfc	542d EBSR	MA Cebu, PI	26-28 Mar 45
RUTT, WILLIAM H., Sgt	542d EBSR	MA Cebu, PI	26-28 Mar 45
SAGAN, CHESTER T., T/5	542d EBSR	HA Biak Island, NEI	7 Jun 44
SAVAGE, DONALD, T/5	562d EBM Bn	MA Cape Gloucester, NB	26 Dec 43-8 May 44
SCALZO, FELIX N., T/3	562d EBM Bn	MA Biak Island, NEI	27 May-1 Oct 44
SCHENK, EDWARD S., Capt	532d EBSR	MA New Guinea	30 Jun 43-10 Mar 44
SCHLEDE, KARL G., T/Sgt	532d EBSR	MA Finschhafen, NG	22 Sep-15 Oct 43
SCHMIDT, ANDRES, Sgt	Hq Co 2 ESB	MA New Guinea & Leyte, PI	18 Aug 43-31 Mar 45
SCHROTH, EDWARD J., S/Sgt	532d EBSR	MA Lae & Finschhafen, NG	4 Sep-30 Oct 43
SCOTT, GEORGE B., T/4	262d Med Bn	MA Arawe, NB	15 Dec 43-9 Mar 44
*SCOTT, WILLIAM C., Capt		MA Leyte & Luzon Is, PI	20 Oct 44-20 Mar 45
		HA Admiralty Is	18 Mar 44
SEAY, EARL V., Pfc	592d EBSR	MA Admiralty Is	2-31 May 44
*SEIPT, HENRY M., JR., Major	592d EBSR	MA Philippine Is	7-27 Feb 45
		HA Biak Island, NEI	7 Jun 44
SHIMEL, ALBERT C., SR., T/5	542d EBSR	MA Cape Gloucester, NB	26 Dec 43-8 May 44
SICKERT, WALTER, T/4	562d EBM Bn	HA Mindoro Island, PI	30 Dec 44
SILVERSTEIN, ISRAEL, T/5	532d EBSR	MA Admiralty Is	9 Mar-28 Apr 44
SIMPSON, ARTHUR A., S/Sgt	592d EBSR	BN MA Leyte, PI	26 Dec 44-31 Mar 45
SIMPON, RALPH T., Lt Col	562d EBM Bn	HA Hollandia, DNG	23 Apr 44
SIMS, JAMES D., T/4	532d EBSR		
*Oak Leaf Cluster.			

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SKEWES, CHARLES C., Sgt	532d EBSR	MA Hollandia, DNG	22 Apr-1 May 44
SKIDMORE, JAMES K., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
SMITH, CHARLIE, Cpl	542d EBSR	HA Biak Island, NEI	7 Jun 44
SMITH, DONALD W., Sgt	532d EBSR	HA Lae, NG	4-8 Sep 43
SMITH, WILLIAM J., T/4	532d EBSR	HA Hollandia, DNG	23 Apr 44
SPELTS, MILTON O., Capt	Hq 2d ESB	MA Leyte, PI	1 Feb-15 Jun 45
SNELL, GEORGE V., 1st Lt	542d EBSR	HA Biak Island, NEI	7 Jun 44
SPICER, JOHN G., T/5	592 EBSR	MA Cape Gloucester, NB	26 Dec 43-8 May 44
SPIRITI, JOSEPH A., T/5	532d EBSR	HA Leyte, PI	20 Oct 44
SPOFFORD, WARREN H., T/4	532d EBSR	MA New Guinea	4 Sep-10 May 44
STACHOWICZ, WALTER J., Pvt	592d EBSR	HA Leyte, PI	7 Dec 44
STAFFORD, THOMAS I., 1st Lt	592d EBSR	MA New Guinea & Leyte, PI	29 Sep-23 Oct 44
STEJSKAL, LUDWIG, Cpl	532d EBSR	MA Finschhafen, NG	22 Sep-15 Oct 43
STEPHENS, CHARLES E., 1st Lt	592d EBSR	HA Leyte, PI	7 Dec 44
STEVENSON, EDWIN T., Capt	S/Btrv	HA Biak Island, NEI	7 Jun 44
STEWART, MARTIN L., Pvt	542d EBSR	HA Biak Island, NEI	7 Jun 44
STEWART, ROBLEY H., 1st Lt	542d EBSR	HA Biak Island, NEI	7 Jun 44
STEWART, THOMAS H., 1st Lt	542d EBSR	MA Cebu, PI	15-30 Mar 45
STICKNEY, FREDERICK R., T/5	542d EBSR	HA Biak Island, NEI	7 Jun 44
STIKER, MILTON P., 1st Lt	532d EBSR	HA Leyte, PI	20 Oct 44
STILES, WILLIAM, 1st Lt	542d EBSR	MA New Guinea	2 Jan-17 May 44
STRAHM, ELGIN A., S/Sgt	532d EBSR	HA Nassau Bay, NG	30 Jun-1 Jul 43
STRINGER, OMER B., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
STROMINGER, KERMIT H., Pfc	542d EBSR	MA Biak Island, NEI	27 May-26 Sep 44
SUDA, LEO J., Pvt	592d EBSR	HA Leyte, PI	7 Dec 45
SULIER, DONALD W., 1st Lt	562d EBM Bn	MA New Guinea	12 Oct 43-15 Jan 44
SULLIVAN, JOSEPH, Pfc	542d EBSR	MA Cebu, PI	26-28 Mar 45
SULLIVAN, JOSEPH F., T/4	262d Med Bn	MA Lae, NG	4-6 Sep 43
SVAGERKO, JOHN, T/5	542d EBSR	HA Biak Island, NEI	7 Jun 44
TERRY, MILO E., T/5	532d EBSR	HA Nassau Bay, NG	30 Jun-1 Jul 43
THOMPSON, FRANCIS D., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
TIBERI, DANIEL J., T/4	532d EBSR	HA Nassau Bay, NG	30 Jun-1 Jul 43
TIDD, CARL L., T/Sgt	532d EBSR	MA Lae & Finschhafen, NG	6-29 Sep 43
TOMKINS, RALPH L., T/4	532d EBSR	MA Hollandia, DNG	23 Apr 44
TONDA, ANTONIO J., Pfc	532d EBSR	MA Finschhafen, NG	22 Sep-12 Oct 43
TORNENSIS, PAUL M., T/5	532d EBSR	MA New Guinea 4 Sep-10 Oct 43 &	22 Apr-10 May 44
TOWNSEND, ARTHUR E., 1st Lt	542d EBSR	MA Philippine Is	31 Jan-25 Feb 45
TROJAN, JOSEPH, Pfc	532d EBSR	HA Mindoro Island, PI	30 Dec 44
TUCKER, MILFRED R., S/Sgt	532d EBSR	HA Finschhafen, NG	16-17 Oct 43
TUCKER, WILLIAM R., Lt Col	592d EBSR	MA Leyte, PI	20 Oct 44
TUBOLINO, ANGELO M., T/5	532d EBSR	HA Lae, NG	11-12 Sep 43
TURNER, ROBERT L., T/5	592d EBSR	HA Leyte, PI	7 Dec 44
TUTTLE, CHARLES L., Major	262d Med Bn	MA Cebu, PI	26 Mar 45
ULLERY, JAMES J., T/5	532d EBSR	HA Mindoro Is, PI	30 Dec 44
UNDE, LEO W., T/4	592d EBSR	MA Cape Gloucester, NB	26 Dec 43-8 May 44
VAN HOY, JOE M., Major	542d EBSR	MA Cebu, PI	26-28 Mar 45
VERMETTE, ARMAND P., T/4	532d EBSR	MA New Guinea	4 Sep-1 Jun 44
VISNAW, THOMAS D., T/4	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
VITI, PETER, T/4	542d EBSR	HA Wakde Island, DNG	18 May 44
WAGERS, CYRIL M., T/4	532d EBSR	MA Lae & Finschhafen, NG	Sep 43-Feb 44
WAISLER, NORMAN, T/4	532d EBSR	HA Hollandia, DNG	23 Apr 44
WALKER, HOWARD D., T/4	542d EBSR	HA Biak Island, NEI	7 Jun 44
*WALKER, JAMES T., Capt	532d EBSR	MA Lae & Finschhafen, NG	22 Apr-30 May 44
		MA Leyte, PI	20-28 Oct 44
		MA Mindoro Island, PI	22 Nov-31 Dec 44
*WATERS, MICHAEL K., 1st Sgt	532d EBSR	MA Hollandia, DNG	23 Apr 44
		HA Mindoro Island, PI	18 Dec 44
		HA Mindoro Island, PI	18 Dec 44
WEAVER, RALPH R., T/4	532d EBSR	HA Lae, NG	4-8 Sep 43
WEBBER, MILTON W., T/4	542d EBSR	MA Wakde Island, DNG	17 May-8 Jun 44
WEIL, ROBERT L., 1st Lt	532d EBSR	HA Hollandia, DNG	23 Apr 44
WEINSTEIN, MAX, T/5	562d EBM Bn	MA Leyte, PI	22 Oct-15 Nov 44
WELLS, JOHN A., Major	542d EBSR	HA Biak Island, NEI	7 Jun 44
WESTCOTT, AUSTIN T., T/4	542d EBSR	HA Biak Island, NEI	7 Jun 44
WHEALTON, CARLTON D., Pvt	542d EBSR	HA Biak Island, NEI	7 Jun 44
WHITE, GEORGE F., Pvt	542d EBSR	MA Biak Island, NEI	10 Jun-27 Aug 44
WILEY, WILLIAM H., Capt	532d EBSR	MA New Guinea	4 Sep 43-1 Mar 44
WILKAS, EDWARD C., T/5	Hq, 2d ESB	HA Arawe, NB	17-24 Dec 44
WILLIAMS, DAVID D., 1st Lt	532d EBSR	MA Lae & Finschhafen, NG	4 Sep-30 Oct 43
WILLIAMS, DOREMOUS L., T/Sgt			
* Oak Leaf Cluster.			

WINCHESTER, RAY D., T/4	532d EBSR	MA New Guinea	30 Jun 43-7 Mar 44
WING, JAMES K., T/4	532d EBSR	MA New Guinea	4 Sep 43-1 Jun 44
WINKEL, KENNETH R., T/5	542d EBSR	HA Biak Island, DNG	7 Jun 44
WOLFE, JEREMIAH J., 1st Lt	532d EBSR	MA Lae & Finschhafen, NG	4 Sep 43-10 Dec 44
WOLFE, LAWRENCE A., T/5	542d EBSR	HA Biak Island, NEI	7 Jun 44
WOLZ, A. RICHARD, 1st Lt	532d EBSR	MA New Guinea & PI	1 Jul 43-15 Feb 45
WOODS, CHARLES, S/Sgt	532d EBSR	MA New Guinea	20 Jul 43-15 Feb 44
WOODWORTH, WILLIAM H., Capt	592d EBSR	MA Admiralty Is	2-31 Mar 44
YURKOVICH, HENRY, S/Sgt	532d EBSR	MA Hollandia, DNG	23 Apr 44
ZARNDT, LLOYD H., S/Sgt	532d EBSR	MA LAE, NG	4 Sep-3 Oct 43
ZAUDKE, PAUL A., T/5	542d EBSR	MA Hollandia, DNG	22 Apr-11 May 44

MEDAL OF THE PURPLE HEART



* Oak Leaf Cluster.

WIA: Wounded in Action.

KIA: Killed in Action.

ADAMS, LAMAR O., T/4	562d EBM Bn	WIA San Jose, Leyte, PI	2 Nov 44
ADAMS, LEWIS A., Pvt	592 EBSR	WIA White Beach, Leyte, PI	25 Oct 44
ADAMS, WALTER D., Pvt	532d EBSR	WIA Tacloban, Leyte, PI	24 Nov 44
AGARD, CHARLES H., Pvt	592d EBSR	WIA White Beach, Leyte, PI	24 Oct 44
ALLEN, WILLIAM D., Pvt	S/Btry	WIA Palisade, Leyte, PI	8 Dec 44
ALLISON, CLARENCE, T/5	592d EBSR	WIA Corregidor Is, PI	16 Feb 45
ALVAREZ, CANDIDE, Pvt	542d EBSR	WIA Biak Island, NEI	30 May 44
ANASTAS, WILLIAM T., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
ANDERSON, CLAIR E., Pfc	542d EBSR	WIA Saidor, NG	3 Jan 44
ANDERSON, VERNAL L., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
ANGLIN, JOSEPH M., Pvt	532d EBSR	WIA Lae, NG	5 Sep 43
ANSON, GLEN A., T/4	542d EBSR	WIA Wakde Island, DNG	18 May 44
ARMSTRONG, FRANKLIN J., T/4	592d EBSR	WIA Admiralty Is.	11 Mar 44
ARNOLD, CHARLES E., T/5	532d EBSR	WIA Liloan, Leyte, PI	25 Oct 44
ASBURY, EDMON C., Sgt	562d EBM Bn	WIA Tacloban, Leyte, PI	12 Nov 44
ASMAN, CHARLES E., T/4	562d EBM Bn	WIA Biak Island, NEI	1 Jun 44
ATAKAI, KIRKLIE P., Pfc	592d EBSR	WIA Tacloban, Leyte, PI	25 Oct 44
BACHOFNER, LAURIE C., Pvt	532d EBSR	WIA Palo, Leyte, PI	12 Nov 44
BAILEY, FRANKLIN T., T/5	562d EBM Bn	WIA Biak Island, NEI	1 Jun 44
BAKER, HARRY S., Pvt	592d EBSR	WIA White Beach, Leyte, PI	26 Oct 44
BAKER, HOWARD G., Pfc	542d EBSR	KIA Biak Island, NEI	12 Jun 44
BARAN, WALTER J., Pfc	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
BAKER, JOSEPH H., Capt	592d EBSR	WIA San Jose, Leyte, PI	4 Nov 44
BARNABY, WILLIAM V., Sgt	532d EBSR	WIA Hollandia, DNG	23 Apr 44
BARNETT, BURTON E., S/Sgt	532d EBSR	WIA Lae, NG	5 Sep 43
BARRETT, ARTHUR H., Major	Hq 2d ESB	WIA Palo, Leyte, PI	20 Oct 44
BARRY, MURRAY M., Pvt	592d EBSR	WIA Admiralty Is	2 Mar 44
BARTELSON, LOREN E., T/5	592d EBSR	KIA Cape Gloucester, NB	16 Feb 44
BARTOSH, JOHN J., Pvt	532d EBSR	WIA Finschhafen, NG	22 Sep 43
BASS, EMUEL W., Pvt	189th GS Co	WIA Tacloban, Leyte, PI	25 Oct 44
BASSO, FRANK M., Pvt	542d EBSR	WIA Wakde Island, DNG	2 Jun 44

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BAUMEA, IGNACIO M., Pvt	592d EBSR	WIA Admiralty Is	4 Mar 44
BAUMGARDNER, RALPH C., Pfc	532d EBSR	WIA Surigao Str, Bohol, PI	28 Dec 44
BEACH, JAMES F., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
BEACH, WILLIAM P., Pvt	542d EBSR	WIA Biak Island, NEI	30 Jun 44
BECKER, JOHN M., T/4	592d EBSR	WIA Tacloban, Leyte, PI	25 Oct 44
BEGY, WILLARD J., Pvt	532d EBSR	WIA Nassau Bay, NG	12 Sep 43
BENJAMIN, CLIFFORD L., T/5	592d EBSR	WIA White Beach, Leyte, PI	29 Oct 44
BERNETT, JOSEPH W., Pvt	532d EBSR	WIA Hollandia, DNG	24 Apr 44
BERQUIST, ARTHUR R., T/5	287th Sig Co	WIA Palo, Leyte, PI	20 Oct 44
BERRY, CHESTER W., Pvt	532d EBSR	WIA Finschhafen, NG	25 Sep 43
BETZ, GEORGE W., Pfc	532d EBSR	WIA Tambu Bay, NG	22 Aug 43
BILAK, JOHN, T/5	S/Btry	WIA Biak Island, NEI	27 May 44
BINNEY, MYRON T., T/4	592d EBSR	WIA Cape Gloucester, NB	28 Dec 43
BIRD, MERLIN B., Pfc	532d EBSR	WIA Red Beach, Leyte, PI	25 Oct 44
BIVONA, GUS A., Pfc	562d EBM Bn	WIA San Pedro Bay, Leyte, PI	2 Nov 44
BLAIR, ROBERT E., Pfc	592d EBSR	KIA White Beach, Leyte, PI	20 Oct 44
BLANCHETTE, GEORGE, T/4	532d EBSR	WIA Lae, NG	6 Sep 43
BLANTON, JOHN W., Pfc	562d EBM Bn	WIA San Pedro Bay, Leyte, PI	26 Oct 44
BLOM, EDWIN R., T/5	532d EBSR	WIA Tacloban, Leyte, PI	25 Oct 44
BOCCIO, JOSEPH O., Capt	532d EBSR	WIA Lae, NG	5 Sep 43
BOLES, ERNEST E., T/4	592d EBSR	WIA Palisade, Leyte, PI	8 Dec 44
BOLOGNA, LORENZO G., Pfc	532d EBSR	WIA Nassau Bay, NG	1 Jul 43
BOWDEN, JOHN W., Pvt	532d EBSR	WIA Hollandia, DNG	23 Apr 44
BOWEN, JACK N., T/5	542d EBSR	WIA Wakde Island, DNG	18 May 44
BOYLE, JAMES R., Cpl	592d EBSR	KIA Admiralty Is	2 Mar 44
BRADICA, EMIL JR., T/5	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
BRAND, CECIL O., T/4	532d EBSR	WIA Tacloban, Leyte, PI	1 Nov 44
BRAY, WILLIAM T., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
BRESLIN, JAMES B., T/4	592d EBSR	WIA Admiralty Is	11 Mar 44
BREWER, ORVILLE, Pvt	532d EBSR	WIA Finschhafen, NG	23 Jan 44
BREWER, STANLEY G., Pvt	592d EBSR	KIA Arawe, NB	13 Feb 44
*BRINEY, CLIFFORD, T/5	592d EBSR	WIA Admiralty Is	15 Mar 44
		WIA White Beach, Leyte, PI	28 Oct 44
BROCKETT, ERNEST D., JR., Lt Col	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
BROCKMEYER, DONALD, T/5	542d EBSR	WIA Wakde Island, DNG	18 May 44
BROWN, HARRY I., 1st Lt	532d EBSR	WIA Lae, NG	28 Sep 43
BROWN, PAUL W., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
BRUCHER, HENRY C., Pfc	542d EBSR	KIA Saidor, NG	3 Jan 44
BRUSH, DOUGLAS C., T/5	542d EBSR	WIA Wakde Island, DNG	18 May 44
BURAN, STANLEY, T/4	532d EBSR	WIA Red Beach, Leyte, PI	26 Oct 44
BUCKLEY, ARTHUR R., Sgt	532d EBSR	WIA Hollandia, DNG	24 Apr 44
BUCKLEY, JOHN F., S/Sgt	592d EBSR	KIA Admiralty Is	3 Mar 44
BULL, BYRON B., T/5	542d EBSR	KIA Wakde Island, DNG	18 May 44
BUMBY, ANDREW L., T/5	592d EBSR	WIA White Beach, Leyte, PI	26 Oct 44
BURCH, JOHNNIE M., Pfc	532d EBSR	KIA Red Beach, Leyte, PI	20 Oct 44
BURGOYNE, JOHN W., Pvt	532d EBSR	WIA Lae, NG	6 Sep 43
BURQUIST, STANLEY, Pvt	532d EBSR	WIA Lae, NG	6 Sep 43
BURKE, GEORGE F., T/5	532d EBSR	WIA Lae, NG	6 Sep 43
BURKS, ROBERT C., Pvt	592d EBSR	WIA Cape Gloucester, NB	8 Jan 44
BUTCH, JOSEPH J., T/4	562d EBM Bn	WIA San Jose, Leyte, PI	5 Nov 44
BYARD, LYMAN G., T/5	532d EBSR	WIA Surigao Str, Bohol, PI	28 Dec 44
BYRNES, WILLIAM H., T/5	532d EBSR	WIA Liloan, Leyte, PI	20 Oct 44
CAMPBELL, BRUCE B., 1st Lt	532d EBSR	WIA Mindoro Island, PI	21 Dec 44
CANESE, HARRY F., Cpl	592d EBSR	WIA White Beach, Leyte, PI	26 Oct 44
CAPRISTO, FRANK, T/5	532d EBSR	WIA Red Beach, Leyte, PI	25 Oct 44
CARLBERG, ALLEN A., T/5	542d EBSR	WIA San Pedro Bay, Leyte, PI	24 Nov 44
CARNES, ROBERT W., T/4	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
CASEY, OBIE, Pfc	542d EBSR	KIA Wakde Island, DNG	18 May 44
CASSEL, JAMES R., T/4	532d EBSR	WIA Red Beach, Leyte, PI	6 Dec 44
CASTIGLIEGO, GAETANO, T/4	532d EBSR	WIA Tacloban, Leyte, PI	26 Oct 44
CAVE, BENJAMIN E., 1st Lt	592d EBSR	WIA Cancobato Bay, Leyte, PI	25 Oct 44
CAWI, VICTOR A., T/5	532d EBSR	KIA Lae, NG	6 Sep 43
CHAMBERS, RALPH F., S/Sgt	542d EBSR	WIA Biri Island, PI	20 Feb 45
CHANDLER, JOHN L., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	25 Oct 44
CHARBONEAU, GEORGE W., Pvt	QM Hq Hq Co	KIA Tacloban, Leyte, PI	25 Oct 44
CHARLES, NORMAN H., Pvt	Hq Co 2 ESB	WIA Tacloban, Leyte, PI	25 Oct 44
CHAVEZ, FRANCISCO A., T/4	592d EBSR	KIA Cape Gloucester, NB	16 Feb 44
CHRISWELL, DAVID E., Pfc	189th GS Co	KIA Tacloban, Leyte, PI	25 Oct 44
CICORA, SAMUEL A., T/5	542d EBSR	WIA Biak Island, NEI	30 May 44
CLARK, EMRAY F., Pvt	542d EBSR	KIA Wakde Island, DNG	18 May 44

CLARK, MERMAN K., Pvt	542d EBSR	WIA Cebu, PI	21 Apr 45
COBEY, JOHN E., Pvt	592d EBSR	WIA Tacloban, Leyte, PI	25 Oct 45
COHEN, HERBERT I., Pvt	592d EBSR	WIA Cape Gloucester, NB	29 Jan 44
COHEN, HYMAN, T/4	532d EBSR	KIA Red Beach, Leyte, PI	20 Oct 44
COHEN, STEPHEN, Pfc	592d EBSR	WIA Corregidor Is, PI	19 Feb 45
COLEMAN, FRANK B., Pfc	262d Med Bn	KIA Finschhafen, NG	25 Sep 43
COLLIER, BARRON, JR., Capt	Hq 2d ESB	WIA Biak Island, NEI	27 May 44
COLLINS, FRANCIS W., S/Sgt	532d EBSR	WIA Mindoro Island, PI	21 Dec 44
CONKLIN, ROSCOE R., 1st Lt	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
CONTRILLO, JOSEPH J., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
COOPER, RICHARD U., 1st Lt	287th Sig Co	WIA Palo, Leyte, PI	20 Oct 44
CORRIGAN, GEORGE W., JR., Pvt	542d EBSR	WIA Biak Island, NEI	30 May 44
CORRIGAN, JAMES H., T/5	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
CRISCUOLO, SALVATORE, JR., Pfc	287th Sig Co	WIA Palo, Leyte, PI	20 Oct 44
CROW, OLIN E., T/5	532d EBSR	WIA Finschhafen, NG	25 Sep 43
CUNNINGHAM, JOE A., T/4	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
CUNNINGHAM, ROBERT J., T/5	532d EBSR	WIA Lae, NG	6 Sep 43
CURLEE, ROY M., Pvt	542d EBSR	WIA Wakde Island, DNG	18 May 44
DAILEY, GEORGE A., Pfc	532d EBSR	KIA Lae, NG	6 Sep 43
DANBERRY, LLOYD A., T/5	532d EBSR	WIA Lae, NG	6 Sep 43
DANCY, GEORGE P., S/Sgt	532d EBSR	WIA Hollandia, DNG	4 Jul 44
DAUBERT, VERNON O., T/4	592d EBSR	WIA Cape Gloucester, NB	16 Feb 44
DAVIS, EDWARD F., Cpl	532d EBSR	WIA Lae, NG	6 Sep 43
DAVIS, JAMES H., Pvt	532d EBSR	WIA Tacloban, Leyte, PI	31 Oct 44
DAVIS, MELVIN A., Sgt	542d EBSR	WIA Biak Island, NEI	17 Aug 44
DAWSON, LLOYD B., T/5	542d EBSR	WIA Wakde Island, DNG	18 May 44
DEANS, ROBERT R., Capt	532d EBSR	WIA Lae, NG	25 Sep 43
DeBELLIS, SALVATORE, T/4	532d EBSR	WIA Lae, NG	4 Sep 43
DeCESARE, FRANK J., 1st Lt	532d EBSR	WIA Finschhafen, NG	25 Sep 43
DeLANCE, LYLE, Pvt	532d EBSR	WIA Lae, NG	4 Sep 43
DESCHENES, EDGAR A., T/4	532d EBSR	WIA Palo, Leyte, PI	3 Nov 44
DEWAR, NORMAN L., T/5	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
DICKENSHEETS, RICHARD F., T/4	287th Sig Co	WIA Palo, Leyte, PI	20 Oct 44
DICKEY, MURRAY L., Pfc	532d EBSR	WIA Red Beach, Leyte, PI	26 Oct 44
DICKINSON, ARTHUR, Pvt	189th QM GS Co	WIA Tacloban, Leyte, PI	25 Oct 44
DIPPOLITO, LOUIS, Pfc	542d EBSR	WIA Cebu, PI	3 Apr 45
DITMARS, MILTON E., Pfc	532d EBSR	WIA Finschhafen, NG	27 Sep 43
DOBOSZ, WILLIAM J., Pvt	532d EBSR	WIA Finschhafen, NG	25 Sep 43
DODGE, CECIL E., T/5	532d EBSR	WIA Surigao Str, Bohol, PI	28 Dec 44
DODSON, CHARLES S., T/4	532d EBSR	WIA Finschhafen, NG	25 Sep 43
*DOMER, WILLIAM G., WO/JG	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
		WIA White Beach, Leyte, PI	29 Oct 44
DONAHUE, WILLIAM J., Pfc	532d EBSR	KIA Surigao Str, Bohol, PI	28 Dec 44
DONOHUE, THOMAS M., Pvt	592d EBSR	WIA Palisade, Leyte, PI	8 Dec 44
DORO, JOHN, Pfc	592d EBSR	KIA White Beach, Leyte, PI	25 Oct 44
DROZEL, JOHN J., Pvt	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
DUNCAN, HOMER D., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
DUNCAN, MELVIN L., T/5	532d EBSR	WIA Finschhafen, NG	23 Jan 44
*EADS, JOHN W., T/4	532d EBSR	WIA Finschhafen, NG	25 Sep 43
	Hq Co 2d ESB	WIA Palo, Leyte, PI	21 Oct 44
EARLE, WILLIAM P. S., 1st Lt	532d EBSR	WIA Lae, NG	6 Sep 43
EDMINISTER, JACK E., T/4	592d EBSR	WIA Corregidor Is, PI	7 Mar 45
EDWARDS, ALFRED N., T/5	592d EBSR	KIA Arawe, NB	16 Dec 43
FIDSON, CLYDE W., T/4	592d EBSR	KIA Arawe, NB	26 Dec 43
ELENDT, WALTER G., T/4	287th Sig Co	WIA Palo, Leyte, PI	20 Oct 44
ELLIOTT, DONALD R., Pvt	592d EBSR	WIA Admiralty Is	4 Mar 44
ELY, ARTHUR C., 2d Lt	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
EMERY, LEONARD E., Sgt	592d EBSR	KIA White Beach, Leyte, PI	25 Oct 44
ENGLEBRECHT, JAMES W., Pvt	532d EBSR	WIA Hollandia, DNG	21 Apr 44
ENOS, RAYMOND E., T/4	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
EPPINGER, CLARENCE J., Pfc	542d EBSR	WIA Saidor, NG	2 Jan 44
ESCHENAUER, HERMAN, S/Sgt	542d EBSR	WIA Wakde Island, DNG	18 May 44
ESHPETER, ALBERT M., Pvt	532d EBSR	WIA Oro Bay, NG	18 Jun 43
ESTABROOK, PAUL F., T/4	287th Sig Co	WIA Palo, Leyte, PI	20 Oct 44
ESTES, JOSEPH H., T/5	532d EBSR	KIA Finschhafen, NG	25 Sep 43
ESTORGE, LEONARD, 1st Lt	QM Hq Hq Co	WIA Tacloban, Leyte, PI	25 Oct 44
ETTER, IVAN, T/5	532d EBSR	WIA Hollandia, DNG	23 Apr 44
EVANS, WILTON M., Pvt	S/Btry	WIA Biak Island, NEI	2 Jun 44
FARINA, LOUIS P., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
FARMER, JOSEPH L., JR., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44

FAY, THOMAS M., T/4	542d EBSR	WIA San Pedro Bay, Leyte, PI	24 Nov 44
FELDMAN, SEYMOUR, Pvt	532d EBSR	WIA Oro Bay, NG	18 Jun 43
FENLEY, VINCENT J., Pfc	542d EBSR	KIA Biri Island, PI	20 Feb 45
FENNELL, FRANK, JR., 1st Sgt	532d EBSR	WIA Palo, Leyte, PI	20 Oct 44
FERGUSON, ALLEN B., T/Sgt	592d EBSR	WIA White Beach, Leyte, PI	24 Oct 44
*FINNEGAN, MICHAEL J., T/4	542d EBSR	WIA Wakde Island, DNG	18 May 44
		WIA San Pedro Bay, Leyte, PI	24 Nov 44
FIREHOCK, HARRY E., T/4	532d EBSR	WIA Hollandia, DNG	2 May 44
FISHOLE, BERNARD J., T/4	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
FLEENOR, FRED L., Pvt	592d EBSR	WIA Tacloban, Leyte, PI	4 Nov 44
FLETCHER, JOHN T., T/5	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
FLOWERS, DON M., Pvt	532d EBSR	WIA Hollandia, DNG	24 Apr 44
FORTNEY, CARL M., Pvt	592d EBSR	KIA White Beach, Leyte, PI	27 Oct 44
FOSTER, EDWIN T., 1st Lt	532d EBSR	WIA Lae, NG	6 Sep 43
FOWLER, CLYDE C., T/Sgt	542d EBSR	WIA Wakde Island, DNG	18 May 44
FOWLER, JOHN, Pvt	542d EBSR	WIA Wakde Island, DNG	18 May 44
FOWLKES, WILLIAM H., Capt	542d EBSR	WIA Toem, DNG	17 May 44
FRYAR, EARL, T/5	532d EBSR	WIA Lae, NG	6 Sep 43
FRYE, PAUL F., 1st Lt	532d EBSR	WIA Lae, NG	28 Sep 43
FUSON, JACK C., Major	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
GAFFNEY, FRANCIS X., T/5	592d EBSR	KIA Cape Gloucester, NB	16 Feb 44
GARCIA, JESUS V., T/5	532d EBSR	KIA Surigao Str, Bohol, PI	28 Dec 44
GASPER, ALBERT W., Major	532d EBSR	WIA Hollandia, DNG	21 Apr 44
GATTON, GEORGE W., T/5	592d EBSR	WIA Cape Gloucester, NB	26 Jan 44
GAATON, SAMUEL E., T/5	542d EBSR	WIA Wakde Island, DNG	18 May 44
GAUL, BENJAMIN F., T/5	542d EBSR	WIA San Pedro Bay, Leyte, PI	24 Nov 44
GAULDING, AUBREY E., Sgt	287th Sig Co	WIA Finschhafen, NG	25 Sep 43
GEORGE, GROVER C., Sgt	532d EBSR	WIA Lae, NG	6 Sep 43
GERETINE, OSSIE J., T/5	592d EBSR	WIA Corregidor Is, PI	16 Feb 45
GIBERSON, JAMES R., Pvt	532d EBSR	WIA Finschhafen, NG	23 Jan 44
GILL, CLARENCE L., T/5	592d EBSR	WIA White Beach, Leyte, PI	24 Oct 44
GILLET, CARL W., T/4	532d EBSR	KIA Surigao Str, Bohol, PI	28 Dec 44
GILLIAM, CARL I., Pfc	592d EBSR	WIA Lae, NG	5 Sep 43
GLEESMAN, DALE C., Pvt	542d EBSR	KIA Biak Island, NEI	27 May 44
GLICKER, BENNY, Pvt	532d EBSR	WIA Finschhafen, NG	22 Sep 43
GLOVER, GORDON W., T/5	532d EBSR	WIA Finschhafen, NG	22 Oct 43
GOINGS, JAMES L., T/4	287th Sig Co	WIA Palo, Leyte, PI	20 Oct 44
GOLDEN, GILBERT, 1st Lt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
GOLDMAN, ASBURY A., Pfc	592d EBSR	WIA Admiralty Is.	2 Mar 44
GOODPASTER, WALTER, Pvt	542d EBSR	WIA Biak Island, NEI	5 Jul 44
GORDY, EUGENE M., 2d Lt	542d EBSR	WIA Wakde Island, DNG	14 Jun 44
GRAHAM, CHARLES T., T/5	542d EBSR	WIA Schneider Harbor, NG	14 Feb 44
GRANT, WILSON I., T/4	592d EBSR	WIA Arawe, NB	15 Dec 43
GRAY, CLARENCE E., JR., T/4	592d EBSR	WIA White Beach, Leyte, PI	29 Oct 44
GRAY, ROBERT B., Pfc	542d EBSR	KIA Wakde Island, DNG	18 May 44
GREENE, DAYNE L., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
GREENE, KENNETH W., Pfc	542d EBSR	WIA Finschhafen, NG	1 Sep 43
GROSS, THOMAS, Pvt	592d EBSR	WIA Cape Gloucester, NB	16 Feb 44
GUNNING, THOMAS E., JR., Pvt	542d EBSR	WIA Biri Island, PI	20 Feb 45
HALE, JOHN F., T/5	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
HALLETT, DANIEL L., Pfc	532d EBSR	WIA Finschhafen, NG	25 Sep 43
HALLIGAN, ALBERT H., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
HALINAN, PAUL J., Capt	542d EBSR	WIA Biak Island, NEI	8 Jun 44
HAMBLIN, OWEN G., Sgt	592d EBSR	WIA San Jose, Leyte, PI	24 Nov 44
HAMILTON, CARLOS E., T/5	592d EBSR	WIA Pinamopoan, Leyte, PI	19 Nov 44
HAMILTON, G. T., 2d Lt	542d EBSR	WIA Augusan, Mindano, PI	15 May 45
HAMMER, EDWARD K., 1st Lt	592d EBSR	WIA Finschhafen, NG	25 Sep 43
HAMPTON, GEORGE T., T/5	592d EBSR	WIA Admiralty Is.	3 Mar 44
HANNON, VERNON E., T/5	532d EBSR	WIA Finschhafen, NG	27 Oct 43
HANSON, FRANCIS O., Pfc	532d EBSR	WIA, Lae, NG	6 Sep 43
HARDY, GILBERT N., T/4	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
HARKINS, JOHN M., Pfc	532d EBSR	WIA Finschhafen, NG	25 Sep 43
HARMEL, ROBERT E., Cpl	532d EBSR	WIA Hollandia, DNG	19 May 44
HARPER, SAMUEL D., 1st Lt	592d EBSR	WIA Palisade, Leyte, PI	8 Dec 44
HARRIS, LEE, S/Sgt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
HARTMAN, GEORGE W., 1st Lt	542d EBSR	WIA Cebu, PI	26 Mar 45
HARTNETT, EARL A., Pfc	542d EBSR	WIA Wakde Island, DNG	18 May 44
HARTNETT, PAUL E., T/4	532d EBSR	WIA Nassau Bay, NG	9 Jul 43
HAYWARD, LEE, Pfc	532d EBSR	WIA Hollandia, DNG	23 Apr 44
HAYWARD, PETER H., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44

HEATH, ROBERT S., 1st Lt	532d EBSR	WIA Hollandia, DNG	23 Apr 44
*HEAVEY, WILLIAM F., Brig Gen	Hq 2d ESB	WIA Tacloban, Leyte, PI	5 Nov 44
HEFFERNAN, HAROLD Q., Pfc	262d Med Bn	WIA Finschhafen, NG	25 Sep 43
HERR, LAWRENCE R., Pfc	532d EBSR	WIA Finschhafen, NG	25 Sep 43
HERRICK, EDWARD R., T/4	532d EBSR	WIA Lae, NG	6 Sep 43
HIBBENS, SYLVESTER C., Pfc	592d EBSR	WIA Lae, NG	5 Sep 43
HIBSTENBERG, JOHN M., Sgt	532d EBSR	WIA Lae, NG	6 Sep 43
HINDIN, NATHAN A., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
HOFFMAN, MILES A., Pvt	532d EBSR	WIA Tambu Bay, NG	2 Aug 43
HOFFMIRE, GEORGE H., T/5	592d EBSR	WIA White Beach, Leyte, PI	24 Oct 44
HOLMES, ALFRED, T/5	532d EBSR	WIA Lae, NG	6 Sep 43
HOLTON, FRANKLIN C., M/Sgt	162d Ord Co	WIA Red Beach, Leyte, PI	25 Oct 44
HOLTSBERRY, THOMAS J., T/4	532d EBSR	WIA Hollandia, DNG	18 May 44
HOLZ, RICHARD M., Pvt	542d EBSR	WIA Wakde Island, DNG	18 May 44
HOLZMACHER, EDWARD G., Pvt	592d EBSR	WIA Palisade, Leyte, PI	8 Dec 44
HOMAR, LAWRENCE N., T/4	532d EBSR	WIA Lae, NG	5 Sep 43
HOWE, IRWIN C., Pfc	QM Hq Hq Co	WIA Tacloban, Leyte, PI	25 Oct 44
HUBSCHMAN, JOHN, Pvt	Med Det, 2 ESB	WIA Red Beach, Leyte, PI	20 Oct 44
HUCKLEBERRY, DAN J., Pvt	532d EBSR	KIA Finschhafen, NG	24 Jan 44
HUNT, ROGER R., T/4	532d EBSR	KIA Hollandia, DNG	24 Apr 44
HUTCHISON, RAYMOND L., Pvt	592d EBSR	WIA White Beach, Leyte, PI	24 Oct 44
INCORVAIA, NICHOLAS	562d EBM Bn	WIA San Jose, Leyte, PI	24 Oct 44
ISBACH, MARTIN G., JR., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
JACKSON, ESTILL, Pvt	592d EBSR	WIA Admiralty Is	2 Mar 44
JACKSON, NORRIS J., Pfc	542d EBSR	WIA Biak Island, NEI	15 Jun 44
JACOBS, LLOYD C., T/5	532d EBSR	WIA Lae, NG	5 Sep 43
JANOWSKI, THEODORE J., Pfc	592d EBSR	WIA San Jose, Leyte, PI	24 Nov 44
JENKINS, HENRY H., Cpl	592d EBSR	WIA Red Beach, Leyte, PI	10 Dec 44
JENKINS, WILLIAM K., T/4	542d EBSR	WIA Wakde Island, DNG	18 May 44
JOBES, PHILIP E., T/5	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
JOHNSON, MARVIN H., Sgt	532d EBSR	KIA Finschhafen, NG	3 Oct 44
JOHNSON, NEIL B., T/5	592d EBSR	WIA Red Beach, Leyte, PI	10 Dec 44
JONES, ROBERT E., T/5	592d EBSR	WIA Cape Gloucester, NB	8 Jan 44
JUUL, VERN W., T/5	532d EBSR	WIA Lae, NG	6 Sep 43
KADERABEK, JOSEPH T., T/5	532d EBSR	WIA Lae, NG	4 Sep 43
KALLIO, JAIMER E., T/4	592d EBSR	WIA Arawe, NB	13 Feb 44
*KAPLAN, JOSEPH, T/4	592d EBSR	WIA Tacloban, Leyte, PI	24 Oct 44
KAPLAN, LEONARD, Lt Col	592d EBSR	KIA Corregidor Is, PI	16 Feb 45
KAPUSTKA, STANLEY J., T/5	532d EBSR	WIA Admiralty Is.	2 Mar 44
KAVANAUGH, CHARLES V., T/5	532d EBSR	WIA Lae, NG	6 Sep 43
KAZEE, WILLIAM A., Pvt	592d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
KEANEY, JOHN L., Pvt	532d EBSR	WIA Admiralty Is.	4 Mar 44
KEELE, CHARLES C., 2d Lt	532d EBSR	KIA Surigao Str, Bohol, PI	28 Dec 44
KEJONEN, OTTO A., Pvt	532d EBSR	KIA Nassau Bay, NG	7 Jul 43
KELLY, JOHN J., T/4	532d EBSR	WIA Lae, NG	6 Sep 43
KELLY, MICHAEL F., T/4	532d EBSR	WIA Nassau Bay, NG	1 Jul 43
KENNY, JOSEPH T., T/4	532d EBSR	WIA Lae, NG	6 Sep 43
KERR, GEORGE E., T/5	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
KINDER, ROBERT R., Pvt	542d EBSR	WIA Hollandia, DNG	23 Apr 44
KINNETT, ORVAL R., T/5	592d EBSR	WIA Admiralty Is.	3 Mar 44
KIRK, ELLEN L., T/5	592d EBSR	WIA Corregidor Is.	16 Feb 45
KLAIMAN, MILTON H., Pvt	542d EBSR	WIA Cebu, PI	12 Apr 45
KLINGENSMITH, MARSHALL V., Pfc	532d EBSR	WIA Lae, NG	5 Sep 43
KOENIG, JACK J., Pvt	542d EBSR	WIA Cebu, PI	26 Mar 45
KOLODZIEJ, JOSEPH C., T/5	532d EBSR	WIA Finschhafen, NG	25 Sep 43
KORDICK, LEO C., T/4	532d EBSR	WIA Finschhafen, NG	13 Oct 43
KOWAL, STANLEY A., Pvt	542d EBSR	WIA Tambu Bay, NG	20 Aug 43
KRASICKI, THOMAS J., T/4	532d EBSR	WIA Hollandia, DNG	23 Apr 44
KREIG, ROBERT D., T/5	542d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
KRIDLER, DALE R., S/Sgt	592d EBSR	WIA Lae, NG	6 Sep 43
KRUMM, FRANCIS H., T/5	189th GS Co	WIA Tacloban, Leyte, PI	25 Oct 44
KUBIS, MICHAEL B., Major	532d EBSR	WIA Hollandia, DNG	23 Apr 44
KUMP, RICHARD A., Pvt	Hq 2d ESB	WIA Palo, Leyte, PI	20 Oct 44
KWIATKOWSKI, WALTER, T/5	532d EBSR	KIA Lae, NG	6 Sep 43
LAMPHEAR, EDGAR M., T/5	542d EBSR	WIA San Pedro Bay, Leyte, PI	24 Nov 44
LANG, ROLLAND F., 2d Lt	592d EBSR	WIA Cape Gloucester, NB	16 Feb 44
LANKFORD, HIRAM P., T/5	532d EBSR	KIA Finschhafen, NG	7 Oct 43
LaROCK, NEIL J., Pfc	S/Btry	KIA Biak Island, NEI	9 Jun 44
LaRUSSO, RICHARD C., T/4	532d EBSR	WIA Finschhafen, NG	23 Jan 44
	542d EBSR	WIA Wakde Island, DNG	18 May 44

LATHAM, ECTOR B., Major	532d EBSR	WIA Sidor, NG	6 Mar 44
LEARD, EDWIN L., T/4	532d EBSR	KIA Lae, NG	6 Sep 43
*LEDERER, SEYMOUR G., Capt	592d EBSR	WIA Hollandia, DNG	22 Apr 44
		WIA White Beach, Leyte, PI	24 Oct 44
LEMMONS, EMETTE E., Sgt	592d EBSR	WIA Admiralty Is.	12 Mar 44
*LEOINNESS, JOSEPH W., Pvt	592d EBSR	WIA Arawe, NB	21 Dec 43
		WIA Arawe, NB	26 Dec 43
LEVY, IRA W., 2d Lt	592d EBSR	WIA Cape Gloucester, NB	25 Jan 44
LEWIS, LESTER N., Pvt	562d EBM Bn	WIA San Jose, Leyte, PI	18 Nov 44
LINDER, ARTHUR S., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
LINDSEY, WILLIAM C., Pfc	QM Hq Hq Co	WIA Tacloban, Leyte, PI	25 Oct 44
LISH, NEWTON E., Pfc	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
LISTON, EDWIN R., T/4	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
LIVINGSTON, GEORGE R., T/5	532d EBSR	WIA Nassau Bay, NG	1 Jul 43
LJUNGGREN, WALTER E., S/Sgt	262d Med Bn	WIA Lae, NG	4 Sep 43
LODER, RICHARD A., JR., T/5	532d EBSR	WIA Mindoro Is, PI	21 Dec 44
LoFORTE, JOHN F., Pfc	542d EBSR	WIA Biak Island, NEI	11 Jun 44
LOGSDON, OLEN, T/5	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
LOISELLE, FRANCIS M., S/Sgt	532d EBSR	WIA Nassau Bay, NG	1 Jul 43
LOMBARD, BERNARD W., T/5	542d EBSR	WIA Wakde Island, DNG	18 May 44
LONG, LOWELL K., 1st Lt	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
LOREK, JOSEPH W., Pvt	542d EBSR	WIA Biak Island, DNG	27 May 44
LORING, TERENCE E., Pvt	592d EBSR	KIA Admiralty Is.	3 Mar 44
LOVE, JAMES, T/4	592d EBSR	WIA Cape Gloucester, NB	16 Feb 44
LUCHETTA, THOMAS L., Pfc	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
LYSKOOKA, JULIUS, Pfc	542d EBSR	WIA Biak Island, NEI	28 May 44
MAAS, LOUIS E., T/4	S/Btry	WIA Biak Island, NEI	27 May 44
MacCORMICK, GEORGE A.,	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
MACKIE, FRANKLIN N., T/4	542d EBSR	WIA Biri Island, PI	20 Feb 45
MAJOR, HARRY R., Pfc	542d EBSR	WIA Biak Island, NEI	12 Aug 44
MANCHESTER, MADISON J., 2d Lt	592d EBSR	KIA Admiralty Is.	3 Mar 44
MANIERI, TYRELL T., 1st Sgt	532d EBSR	WIA Lae, NG	28 Sep 43
MANISCALCO, FRANK A., S/Sgt	532d EBSR	WIA Lae, NG	6 Sep 43
MANLEY, RUSSELL O., Pvt	542d EBSR	WIA Biak Island, NEI	12 Jun 44
MANNEL, KARL H., T/5	532d EBSR	WIA Mindoro Island, PI	15 Dec 44
MARKS, EUGENE H., T/4	592d EBSR	WIA Tacloban, Leyte, PI	27 Oct 44
MAROTTA, RALPH J., Pvt	532d EBSR	WIA Nassau Bay, NG	1 Jul 43
MARTIN, FRANKLIN J., T/5	592d EBSR	WIA White Beach, Leyte, PI	29 Oct 44
MARTIN, LORENZA C., T/4	532d EBSR	WIA Lae, NG	5 Sep 43
MARVIN, MELVIN E., T/4	592d EBSR	WIA Tacloban, Leyte, PI	4 Nov 44
MATALON, EMANUEL, Pfc	542d EBSR	WIA Biak Island, NEI	5 Jul 44
MATSON, KENNETH E., T/4	532d EBSR	WIA Nassau Bay, NG	1 Jul 43
MAURITHO, RUSSELL R., JR., Pvt	532d EBSR	WIA Suriago Str, Bohol, PI	28 Dec 44
MAXWELL, KURT F., Pfc	262d Med Bn	KIA White Beach, Leyte, PI	12 Nov 44
MAYHEW, RALPH A., T/4	592d EBSR	WIA Tacloban, Leyte, PI	18 Jan 45
McADAM, FRANCIS T., S/Sgt	532d EBSR	WIA Red Beach, Leyte, PI	24 Oct 44
McANALLY, THOMAS J., M/Sgt	532d EBSR	WIA Nassau Bay, NG	5 Jul 43
McAULEY, DANIEL A., T/5	532d EBSR	WIA Nassau Bay, NG	30 Jun 43
McBRIDE, MELVIN O., Pfc	542d EBSR	WIA Wakde Island, DNG	18 May 44
McCARTHY, JOHN R., T/4	542d EBSR	WIA Wakde Island, DNG	18 May 44
McCASKILL, THOMAS E., Pfc	532d EBSR	WIA Mindoro Island, PI	18 Dec 44
McCAULEY, RALPH R., Pvt	532d EBSR	WIA Oro Bay, NG	18 Jun 43
McCONNELL, ROLAND P., T/4	532d EBSR	KIA Hollandia, DNG	25 Apr 44
McDONALD, ROBERT F., JR., S/Sgt	592d EBSR	WIA White Beach, Leyte, PI	24 Oct 44
McDONOUGH, JOHN R., Pfc	592d EBSR	WIA Admiralty Is.	9 Apr 44
McGOVERN, JOHN T., T/5	542d EBSR	WIA Biri Island, PI	20 Feb 45
McKEOGH, PHILIP M., Pfc	592d EBSR	WIA Corregidor Is, PI	19 Feb 45
McLANE, MILES P., T/4	532d EBSR	WIA Lae, NG	6 Sep 43
McLAUGHLIN, LOREN D., T/5	532d EBSR	WIA Hollandia, DNG	28 Jul 44
McNEAL, RABURN G., T/5	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
MEDLEY, BERNARD W., Cpl	592d EBSR	KIA White Beach, Leyte, PI	25 Oct 44
MEHERAN, ROBERT J., Pvt	592d EBSR	WIA Corregidor Is, PI	16 Feb 45
MERKT, CORNELL R., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
MESSMER, HARRY A., JR., T/5	592d EBSR	WIA Admiralty Is.	2 Mar 44
MICHALEK, EDMOND S., Pfc	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
MICHELE, LEOPOLD J., T/5	592d EBSR	WIA Arawe, NB	26 Jan 44
MICKEY, GLENN H., T/5	532d EBSR	WIA Mindoro Island, PI	15 Dec 44
MIHOCH, ANDREW, Pvt	542d EBSR	WIA Red Beach, Leyte, PI	26 Oct 44
MILES, ROBERT C., T/5	592d EBSR	KIA Cape Gloucester, NB	16 Feb 44
MILLER, FREDERICK W., JR., Pvt	592d EBSR	WIA Admiralty Islands	4 Mar 44

MILLER, LEON A., T/5	532d EBSR	WIA Finschhafen, NG	23 Jan 44
MILLER, WILLARD H., Pvt	532d EBSR	WIA Lae, NG	6 Sep 43
MIRAGLIA, VICTOR E., T/5	QM Hq Hq Co	WIA Tacloban, Leyte, PI	25 Oct 44
MOONEY, FRANCIS M., T/5	532d EBSR	KIA San Pedro Bay, Leyte, PI	26 Oct 44
MOORE, JOSEPH H., Pvt	S/Btry	WIA Noemfoor Is, NEI	2 Jul 44
MOORE, OLA E., Sgt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
MOREAU, DALLAS N., Pfc	532d EBSR	WIA Nassau Bay, NG	1 Jul 43
MOSS, CHARLIE E., Pfc	262d EBM Bn	WIA Lae, NG	4 Sep 43
MOYER, WILLIAM J., T/5	592d EBSR	WIA Corregidor Is., PI	16 Feb 45
MURPHY, CHARLES M., T/Sgt	532d EBSR	WIA Lae, NG	6 Sep 43
MURPHY, JOHN J., T/4	532d EBSR	WIA Liloan, Leyte, PI	21 Oct 44
NABORS, JACK J., Pvt	532d EBSR	WIA Finschhafen, NG	19 Oct 43
NACHREINER, WALTER J., T/4	592d EBSR	WIA Admiralty Islands	3 Mar 44
NAGY, FRANK J., Pfc	532d EBSR	WIA Nassau Bay, NG	9 Jul 43
NASHER, JOHN, T/5	592d EBSR	WIA White Beach, Leyte, PI	20 Oct 44
NAUMEA, IGNACIO M., Pvt	592d EBSR	WIA Admiralty Islands	4 Mar 44
NEEDS, EVERETT L., Pfc	532d EBSR	WIA Finschhafen, NG	22 Sep 43
NELSON, HAROLD L., T/5	532d EBSR	KIA Oro Bay, NG	18 Jun 43
NISSENBAUM, ROBERT, Pvt	542d EBSR	WIA Hollandia, DNG	8 Jun 44
NORTON, DAVID W., Pfc	592d EBSR	WIA Arawe, NB	12 Jan 44
NORTON, ROBERT F., Pvt	532d EBSR	WIA Lae, NG	4 Sep 43
NUTTER, NIAL H., T/4	592d EBSR	WIA Pinamopoon, Leyte, PI	23 Nov 44
NYFIELD, ARTHUR, Pfc	542d EBSR	WIA Agusan, Mindanao, PI	15 May 45
OAKLEY, CLYDE C., 1st Lt	532d EBSR	WIA Tambu Bay, NG	12 Aug 43
O'BRIEN, WILLIE H., Pvt	592d EBSR	WIA San Jose, Leyte, PI	25 Oct 44
ODEGARD, ADOLPH H., Pvt	S/Btry	WIA Biak Island, NEI	28 May 44
OLSON, ARTHUR A., T/4	592d EBSR	WIA Cape Gloucester, NB	8 Jan 44
OLSON, MELVIN W., Cpl	532d EBSR	WIA Lae, NG	4 Sep 43
O'NEAL, PAUL J., Cpl	532d EBSR	WIA Finschhafen, NG	22 Oct 43
O'NEIL, FREDERICK H., T/5	592d EBSR	KIA Corregidor Is, PI	17 Feb 45
ORRICK, VIRGIL J., T/5	532d EBSR	WIA Lae, NG	6 Sep 43
ORSER, GILLBET I., T/5	592d EBSR	WIA Lae, NG	5 Sep 43
OSBORNE, WILLIAM C., T/5	592d EBSR	WIA Arawe, NB	21 Dec 43
O'TOOLE, PATRICK H., T/5	592d EBSR	WIA Lae, NG	5 Sep 43
OTT, CARL, Pvt	592d EBSR	WIA Admiralty Islands	4 Mar 44
PADGETT, JOHN W., Pvt	532d EBSR	WIA Balacan Is., PI	26 Nov 44
PAHOSKI, ISADORE, Pvt	592d EBSR	KIA Arawe, NB	26 Dec 43
PALMER, WILLIAM H., S/Sgt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
PAPER, CHARLES, 1st Lt	562d EBM Bn	WIA Tacloban, Leyte, PI	24 Dec 44
PAPPAS, ERNEST G., Cpl	532d EBSR	WIA Nassau Bay, NG	1 Jul 43
PARKER, LEO R., Pfc	532d EBSR	WIA Lae, NG	6 Sep 43
PARKS, WINFRED L., T/4	532d EBSR	WIA Surigao Str, Bohol, PI	28 Dec 44
PARQUETTE, ARCHER, Pvt	532d EBSR	WIA Finschhafen, NG	23 Jan 44
PARR, CHESTER I., T/4	542d EBSR	WIA San Pedro Bay, Leyte, PI	24 Nov 44
PASIUT, STANLEY J., JR., Pvt	542d EBSR	WIA Schneider Harbor, NG	17 Feb 44
PECORARO, CHARLES F., Capt	532d EBSR	KIA Finschhafen, NG	25 Sep 43
PEERY, HAROLD O., T/4	542d EBSR	WIA Admiralty Islands	7 Mar 44
PENA, JOHN L., T/4	542d EBSR	WIA Nassau Bay, NG	30 Jun 43
PENALUNA, WILLIAM S., S/Sgt	532d EBSR	WIA Lae, NG	6 Sep 43
PENSABENE, THOMAS J., T/5	592d EBSR	WIA Pinamopoon, Leyte, PI	22 Nov 44
PEREZ, CLIFTON, J., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
PERKINS, CLIFFORD, T/4	532d EBSR	WIA Finschhafen, NG	25 Sep 43
PERKINS, KENNETH W., Pfc	542d EBSR	WIA Cebu, PI	12 Apr 45
PERRONE, FRANK T., T/Sgt	592d EBSR	KIA Arawe, NB	15 Dec 43
PERRONE, MICHAEL J., Pvt	S/Btry	WIA Noemfoor Is, NEI	2 Jul 44
PERSING, LEON R., T/5	592d EBSR	WIA Cape Gloucester, NB	26 Feb 44
*PETERS, ANTHONY T., Pfc	592d EBSR	WIA Palisade, Leyte, PI	7 Dec 44
		WIA Palisade, Leyte, PI	8 Dec 44
PETERSEN, JAMES L., S/Sgt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
PETERSON, GERALD E., Capt	532d EBSR	WIA Lae, NG	28 Sep 43
PETERSON, PAUL, T/5	532d EBSR	WIA Hollandia, DNG	23 Apr 44
PHELPS, EUGENE L., T/5	542d EBSR	WIA Hollandia, DNG	22 Apr 44
PHILBERT, ROMUALD L., JR., S/Sgt	532d EBSR	WIA Lae, NG	6 Sep 43
PHILLIPS, KENNETH E., T/4	542d EBSR	WIA Wakde Island, DNG	18 May 44
PINKSTON, ESTER C., S/Sgt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
PINO, MATTHEW, T/5	532d EBSR	WIA Tacloban, Leyte, PI	26 Oct 44
POFFENBARGER, JOHN O., 1st Lt	532d EBSR	WIA Finschhafen, NG	25 Sep 43
POLITE, ANDREW W., T/5	592d EBSR	WIA Red Beach, Leyte, PI	10 Dec 44
POMEROY, HARRY, Pfc	542d EBSR	KIA Biri Island, PI	20 Feb 45
POPA, STEPHEN, Cpl	532d EBSR	WIA Finschhafen, NG	17 Oct 43

POSPICHAL, ALFRED T., 1st Lt	532d EBSR	WIA Mindoro Island, PI	4 Jan 45
POUQUETTE, EMILE J., Pfc	542d EBSR	KIA Biak Island, NEI	2 Jun 44
POWDERLY, VERNON A., T/5	592d EBSR	KIA Lae, NG	6 Sep 43
POWERS, EUGENE A., 2d Lt	592d EBSR	WIA Arawe, NB	27 Jan 44
PRICE, GEORGE V., S/Sgt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
PRICE, SNOWDEN L., T/4	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
PRINDEVILLE, THOMAS J., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
PRIORE, JOSEPH A., Pvt	542d EBSR	WIA Biak Island, NEI	29 May 44
PROVITERO, CIRO J., Pfc	532d EBSR	WIA Finschhafen, NG	23 Jan 44
PRUITT, GEORGE B., Pvt	592d EBSR	WIA Arawe, NB	16 Dec 43
PRUITT, NOAH L., JR., Pvt	592d EBSR	WIA Arawe, NB	16 Dec 43
PUZAR, JULIUS, Pfc	542d EBSR	WIA Biak Island, NEI	11 Jun 44
PYLES, CARL, T/4	592d EBSR	WIA Arawe, NB	16 Dec 43
QUINTANA, SAMUEL S., T/5	532d EBSR	WIA Lae, NG	5 Sep 43
RAINEY, CLIFFORD B., T/4	592d EBSR	WIA Arawe, NB	12 Jan 44
RAMAGE, JAMES, Pvt	542d EBSR	WIA Wakde Island, DNG	18 May 44
RANDALL, JAMES A., Pfc	542d EBSR	WIA Cebu, PI	12 Apr 45
RATZLAFF, BERNARD M., T/5	532d EBSR	WIA Lae, NG	4 Sep 43
RECTOR, CLIFFORD F., T/5	532d EBSR	KIA Hollandia, DNG	27 Apr 44
REECE, GEORGE W., Pvt	542d EBSR	WIA Biak Island, NEI	2 Jun 44
REED, MARVIN A., T/4	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
REED, ROBERT, T/5	542d EBSR	WIA Agusan, Mindanao, PI	15 May 45
REIDY, NEIL F., T/4	532d EBSR	WIA Lae, NG	6 Sep 43
REPOLE, NICHOLAS, T/5	592d EBSR	WIA Admiralty Island	9 Apr 44
REYNOLDS, HENRY E., Pvt	592d EBSR	WIA Admiralty Island	9 Apr 44
REYNOLDS, ULRIC H., 1st Lt	542d EBSR	WIA Biak Island, NEI	3 Aug 44
*RICH, WILLIAM O., Pvt	542d EBSR	WIA Saidor, NG	2 Jan 44
		WIA Biak Island, NEI	5 Jul 44
RICHARDS, FRED C., Capt	592d EBSR	WIA Pinamopoon, Leyte, PI	23 Nov 44
RIDGEWAY, DONALD F., 2d Lt	542d EBSR	WIA Wakde Island, DNG	18 May 44
RISING, HARRY N., JR., Lt Col	532d EBSR	WIA Finschhafen, NG	25 Sep 43
RIVERA, JOSEPH P., JR., Pfc	592d EBSR	WIA Cape Gloucester, NB	8 Jan 44
ROBERTS, JAMES H., Pvt	592d EBSR	WIA Dulag, Leyte, PI	22 Nov 44
ROBERTS, LLOYD B., Pvt	532d EBSR	WIA Nassau Bay, NG	1 Jul 43
ROGERS, THOMAS J., 1st Lt	532d EBSR	WIA Lae, NG	5 Sep 43
ROLEN, JAMES F., 1st Lt	532d EBSR	WIA Hollandia, DNG	23 Apr 44
ROSSMAN, ROBERT E., Pvt	542d EBSR	WIA Biak Island, NEI	17 Aug 44
ROTHROCK, L. D. C., T/4	542d EBSR	WIA Tacloban, Leyte, PI	24 Oct 44
ROTKOVITZ, HENRY M., Sgt	532d EBSR	WIA Lae, NG	4 Sep 43
ROUZER, ROBERT J., T/Sgt	532d EBSR	KIA Red Beach, Leyte, PI	20 Oct 44
ROWLETT, THOMAS S., JR., Pvt	592d EBSR	WIA San Jose, Leyte, PI	24 Nov 44
RUEL, EMERY W., Cpl	532d EBSR	WIA Hollandia, DNG	23 Apr 44
RUFFNER, GRANT, T/4	592d EBSR	KIA White Beach, Leyte, PI	29 Oct 44
RUSSELL, ROBERT W., T/4	542d EBSR	WIA Wakde Island, DNG	18 May 44
SABIN, HARLAN J., T/4	532d EBSR	WIA Finschhafen, NG	25 Sep 43
SACCI, JOSEPH V., T/5	532d EBSR	WIA Mindoro Island, PI	15 Dec 44
SACKS, ISIDORE B., Pvt	592d EBSR	WIA Bay Bay, Leyte, P. I.	13 Dec 44
SAKMER, JOSEPH, Pfc	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
SALATA, FRANK E., T/4	S/Btry	WIA Cancabato Bay, Leyte, PI	18 Nov 44
SAMS, ELMER M., Cpl	592d EBSR	WIA Admiralty Islands	9 Apr 44
SANDBERG, MORRIS J., Pfc	542d EBSR	WIA Wakde Island, DNG	18 May 44
SARGENT, LAWRENCE V., Pvt	592d EBSR	WIA White Beach, Leyte, PI	27 Oct 44
SAUNDERS, JAMES E., Pvt	592d EBSR	WIA Admiralty Islands	2 Mar 44
SAVAGE, DONALD K., T/5	542d EBSR	WIA Biak Island, NEI	15 Jun 44
SCHAFER, CHARLES J., Pfc	532d EBSR	WIA Hollandia, DNG	23 Apr 44
SCOTT, FRANK H., T/4	532d EBSR	WIA Liloan, Leyte, PI	20 Oct 44
SEIDEL, ARTHUR C., T/5	592d EBSR	WIA Arawe, NB	16 Dec 43
SELF, FINIS J., T/4	287th Sig Co	WIA Tacloban, Leyte, PI	25 Oct 44
SELLE, ROBERT P., T/4	532d EBSR	WIA Lae, NG	6 Sep 43
SHAPIRO, BENJAMIN, Pvt	532d EBSR	WIA Lae, NG	6 Sep 43
SHATRAW, NAPOLEON L., Pfc	542d EBSR	WIA Saidor, NG	9 Mar 44
SHAW, GEORGE C., III, Pvt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
SHEARER, EARL D., T/4	592d EBSR	WIA Corregidor Is., PI	16 Feb 45
SHELEVA, JOHN, JR., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
SHELLY, CLARENCE J., T/3	562d EBM Bn	WIA San Pedro Bay, Leyte, PI	26 Oct 44
SHOEMAKER, HARLAN A., T/4	532d EBSR	WIA Hollandia, DNG	25 Apr 44
SHONG, LYLE S., Pfc	542d EBSR	WIA Wakde Island, DNG	18 May 44
SIMMONS, JOHN P., T/4	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
SMITH, JOHN R., S/Sgt	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
SMITH, RODNEY J., T/5	592d EBSR	WIA Admiralty Islands	18 Mar 44

SMITH, STACY E., T/5	542d EBSR	WIA Biak Island, NEI	12 Jun 44
SNELL, LATHAN E., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
*SOKOL, JACK, T/5	532d EBSR	WIA Balacan Island, PI	28 Nov 44
SPADONI, GILDO J., T/4	532d EBSR	WIA Mindoro Island, PI	15 Dec 44
SPEER, JAMES H., Pfc	542d EBSR	WIA Red Beach, Leyte, PI	26 Oct 44
SROCZYNSKI, HAROLD A., Pvt	532d EBSR	WIA Biak Island, NEI	29 May 44
*STASZAK, FRANK S., Pfc	592d EBSR	WIA Tacloban, Leyte, PI	22 Oct 44
		WIA Admiralty Islands	4 Mar 44
		WIA Admiralty Islands	4 Mar 44
STEELE, OTIS B., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
STEJSKAL, LUDWIG, Cpl	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
STENDER, HAROLD G., T/5	532d EBSR	WIA Hollandia, DNG	23 Apr 44
STEPHENS, EMMIT L., T/5	592d EBSR	WIA Pinamopoan, Leyte, PI	19 Nov 44
STEVENS, CHARLES B., 1st Sgt	562d EBM Bn	WIA San Jose, Leyte, PI	3 Nov 44
STEWART, MARTIN L., Pvt	542d EBSR	KIA Iloilo, Panay, PI	25 Mar 45
STIENHAUS, PAUL H., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	24 Oct 44
STILES, WILLIAM, 1st Lt	542d EBSR	KIA Toem, DNG	17 May 44
STIMART, CLARENCE F., Pvt	592d EBSR	WIA Arawe, NB	16 Dec 43
STONE, WILLIAM P., Pvt	532d EBSR	WIA Finschhafen, NG	20 Oct 45
STRAHM, ELGIN A., S/Sgt	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
STREB, JOHN P., Pvt	532d EBSR	WIA Hollandia, DNG	23 Apr 44
SUTHERLAND, JAMES R., T/5	532d EBSR	KIA Lae, NG	4 Sep 43
SWEENEY, HUBERT P., 2d Lt	592d EBSR	KIA Cape Gloucester, NB	16 Feb 44
SWINK, THEODORE W., Pvt	592d EBSR	WIA Admiralty Islands	2 Mar 44
TANNER, CHARLES D., Pvt	542d EBSR	WIA Saidor, NG	4 Jan 44
TAYLOR, RALPH W., Pvt	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
TEPLEY, JOSEPH L., T/5	592d EBSR	WIA Arawe, NB	16 Dec 43
TERRY, MILO E., T/5	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
THERRIAULT, OCTAVE, Pfc	QM Hq Hq Co	WIA Tacloban, Leyte, PI	25 Oct 44
THOMPSON, DURWARD A., T/5	592d EBSR	KIA Arawe, NB	26 Jan 44
THOMSON, RONALD F., 2d Lt	592d EBSR	KIA Cap Gloucester, NB	26 Feb 44
TIBERI, DANIEL J., T/4	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
TIMMEN, KEITH D., Pvt	532d EBSR	WIA Finschhafen, NG	25 Sep 43
TOLWAY, LEW A., T/3	592d EBSR	WIA San Jose, Leyte, PI	3 Nov 44
TOMASKI, ANDREW L., T/5	542d EBSR	KIA Cebu, PI	2 Apr 45
TOMBLINSON, BILLY C., Pfc	542d EBSR	WIA Cebu, PI	12 Apr 45
TONGE, WILLIAM K., Pvt	287th Sig Co	WIA Tacloban, Leyte, PI	25 Oct 44
TOOLAN, FRANCIS J., T/4	592d EBSR	WIA Admiralty Islands	16 Mar 44
TORRES, FRED L., T/5	592d EBSR	KIA Arawe, NB	26 Dec 44
TOZZI, CHARLES P., Pfc	QM Hq Hq Co	KIA Tacloban, Leyte, PI	25 Oct 44
TRIANO, PIETRO, Pvt	542d EBSR	KIA Wakde Island, DNG	18 May 44
TROCHA, PAUL, T/5	542d EBSR	WIA Lae, NG	6 Oct 43
TROXELL, JAMES D., Pfc	592d EBSR	WIA Admiralty Islands	17 Mar 44
TUBOLINO, ANGELO M., T/4	532d EBSR	WIA Finschhafen, NG	23 Jan 44
TURNER, ROBERT L., T/5	592d EBSR	WIA Palisade, Leyte, PI	8 Dec 44
UMPLEBY, ROBERT A., Pvt	542d EBSR	WIA San Pedro Bay, Leyte, PI	24 Nov 44
VALEK, JOSEPH J., Pfc	542d EBSR	WIA Agusan, Mindanao, PI	15 May 45
*VAN NOY, JUNIOR N., Pvt	532d EBSR	WIA Finschhafen, NG	20 Sep 43
		KIA Finschhafen, NG	17 Oct 43
VELLA, CARLO C., Pvt	262d Med Bn	WIA Lae, NG	5 Sep 43
VENESKI, MICHAEL, Pvt	592d EBSR	WIA Admiralty Islands	4 Mar 44
VILLA, WALTER B., Pfc	532d EBSR	KIA Finschhafen, NG	25 Sep 43
VISINGARD, GEORGE, T/4	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 43
VOLO, LOUIS J., JR., T/4	592d EBSR	WIA Admiralty Islands	2 Mar 44
VOYTEK, JOHN J., T/5	532d EBSR	WIA Lae, NG	2 Oct 44
WAGNER, JOHN W., T/5	542d EBSR	WIA Wakde Island, DNG	18 May 44
WALKNEY, JOSEPH E., Cpl	592d EBSR	KIA Admiralty Islands	4 Mar 44
WALSH, CHARLES D., T/5	542d EBSR	WIA Wakde Island, DNG	18 May 44
WALTZ, DWAIN R., Pvt	562d EBM Bn	KIA Surigao Str, Bohol, PI	28 Dec 44
WARD, JUNIOR W., Pvt	532d EBSR	WIA Oro Bay, NG	18 Jun 43
WATSON, CLELL L., Pvt	532d EBSR	WIA Mindoro Island, PI	15 Dec 44
WATSON, HARRY T., JR., 1st Lt	542d EBSR	WIA Tambu Bay, NG	11 Sep 43
WEISS, CHARLES C., T/4	542d EBSR	WIA San Pedro Bay, Leyte, PI	24 Nov 44
WEITZEL, LEONARD R., 1st Sgt	542d EBSR	WIA Cebu, PI	28 Mar 45
WELCH, ARTHUR R., T/4	592d EBSR	WIA Cape Gloucester, NB	26 Feb 44
WELLS, ROBERT F., Pfc	562d EBM Bn	WIA San Jose, Leyte, PI	18 Jan 45
WEST, ALTON J., T/4	532d EBSR	KIA Lae, NG	12 Sep 43
WESTWOOD, WALTER W., T/5	532d EBSR	WIA Lae, NG	6 Sep 43
WHEALTON, CARLTON D., Pvt	542d EBSR	WIA Biak Island, NEI	15 Jun 44
WHETSTONE, LEON, T/4	592d EBSR	WIA San Jose, Leyte, PI	4 Nov 44

WHITE, CLYDE B., Pvt	532d EBSR	WIA Lae, NG	6 Sep 43
WHITE, WILLIAM A., Lt Col	592d EBSR	WIA Arawe, NB	16 Dec 43
WILBANKS, GROVER C., T/5	592d EBSR	WIA Red Beach, Leyte, PI	10 Dec 44
WILDUNG, WILLIAM H., Pvt	592d EBSR	WIA Admiralty Islands	4 Mar 44
WILKINS, JOHN F., T/4	592d EBSR	WIA Concabato Bay, Leyte, PI	25 Oct 44
WILLIAMS, CHARLES F., T/4	532d EBSR	WIA Concabato Bay, Leyte, PI	4 Nov 44
WILSON, MANUEL E., Sgt	532d EBSR	WIA Red Beach, Leyte, PI	24 Oct 44
WILSON, WALTER L., T/5	592d EBSR	WIA Admiralty Islands	11 Mar 44
WINCE, ROGER R., S/Sgt	S/Btry	WIA Hollandia, DNG	22 Apr 44
WING, JAMES K., T/4	532d EBSR	WIA Red Beach, Leyte, PI	20 Oct 44
WINTER, ROBERT F., T/4	592d EBSR	WIA Arawe, NB	18 Dec 43
WODRICH, LESTER H., T/5	542d EBSR	WIA Wakde Island, DNG	18 May 44
WOLF, LAWRENCE J., T/5	592d EBSR	WIA Tacloban, Leyte, PI	4 Nov 44
WOLFF, JOHN J., Pfc	532d EBSR	WIA Lae, NG	6 Sep 43
WOLZ, RICHARD A., 2nd Lt	532d EBSR	WIA Lae, NG	6 Sep 43
WONDRA, FRANK J., Pfc	262d Med Bn	WIA Red Beach, Leyte, PI	21 Oct 44
WOOD, JOHN L., Pfc	592d EBSR	WIA Lae, NG	5 Sep 43
WRIGHT, DAVID L., Pvt	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
YANOSKI, JOSEPH J., Pvt	532d EBSR	KIA Lae, NG	6 Sep 43
YEATTS, CLARENCE J., T/5	592d EBSR	WIA Cape Gloucester, NB	29 Jan 44
YODICE, MICHAEL J., Pfc	542d EBSR	WIA Red Beach, Leyte, PI	10 Dec 44
ZAPADKA, HENRY, Pfc	592d EBSR	WIA White Beach, Leyte, PI	25 Oct 44
ZEHNA, LEE, Pvt	532d EBSR	KIA Mindoro Island, PI	21 Dec 44
ZNOJ, STANLEY A., T/5	592d EBSR	WIA Cape Gloucester, NB	8 Jan 44
ZUBIETA, PETE, JR., Pfc	542d EBSR	KIA Tambu Bay, NG	20 Aug 43

OFFICER DECORATIONS

	Brigade Hqs Co	Medical Det 2 ESB	287th Signal Co	Quartermaster	262d Medical Battalion	562d Engr Bt Maint Bn	532d Engr Bt & Sh Regt	542d Engr Bt & Sh Regt	592d Engr Bt & Sh Regt	Support Battery	TOTAL
DSO							*1				1
DSC							2				2
LM	2					1	3	3	4		13
SS					2		10	5		3	20
SS(OC)							2				2
BzS	11		1		7	10	47	24	22	3	125
BzS(OC)					1		10		2		13
SM							1		1		2
PH	4		1	1		3	25	7	17		58
PH(OC)	1								2		3
TOTAL	18		2	1	10	14	101	39	48	6	239

* Commonwealth of Australia.

Note. Above tabulations are as of Sept. 1, 1945. Some are still pending but not yet approved.

DECORATIONS
ENLISTED MEN

	Brigade Hqs Co	Med Det 2d ESB	287th Signal Co	162d Ord Co	Quartermaster	262d Med Bn	562d Engr Bt Maint Bn	532d Engr Bt & Sh Regiment	542d Engr Bt & Sh Regiment	592d Engr Bt & Sh Regiment	189th Gas Co	3498th Ord MM Company	Support Battery	TOTAL
MOH								1						1
DSC										1				1
LM				1					5	1				7
SS								14	6	5				35
SS(OC)									1					1
BzS	5		2			3	14	208	65	26			5	328
BzS(OC)								7		1				8
SM			1	1			1	5		5				13
PH	2	1	9	1	6	7	23	211	107	177	4		10	558
PH(OC)	1							2	2	5				10
TOTAL	8	1	12	3	6	10	38	448	196	221	4	0	15	962

SUMMARY
OFFICERS
OFFICER CASUALTIES

	Brigade Hqs Co	Medical Det 2 ESB	287th Signal Co	Quartermaster	262d Medical Battalion	562d Engr Bt Maint Bn	532d Engr Bt & Sh Regt	542d Engr Bt & Sh Regt	592d Engr Bt & Sh Regt	Support Battery	TOTAL
KIA							4	1	3		8
WIA		4	1	1		3	21	6	14		50
NON-BATTLE DEATHS					1	1	1				3
TOTAL		4	1	1	1	4	26	7	17		61

CASUALTIES
ENLISTED MEN

	Brigade Hqs Co	Med Det 2d ESB	287th Signal Co	162d Ord Co	Quartermaster	262d Med Bn	562d Engr Bt Maint Bn	532d Engr Bt & Sh Regiment	542d Engr Bt & Sh Regiment	592d Engr Bt & Sh Regiment	189th Gas Co	3498th Ord MM Company	Support Battery	TOTAL
KIA					2	2	1	31	14	24	1		1	76
WIA	2	1	9	1	4	5	22	180	93	153	3		9	482
NON - BATTLE DEATHS						1	1	14	11	10		1		38
TOTAL	2	1	9	1	6	8	24	225	118	187	4	1	10	596

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HEADQUARTERS
SECOND ENGINEER SPECIAL
BRIGADE

Commendation



REPRODUCED BY 5TH ENGINEER TOPG CO., WPA

Appendix V

Commendations

HEADQUARTERS SAN FRANCISCO PORT OF EMBARKATION OFFICE OF THE COMMANDING GENERAL

Fort Mason, California
January 25, 1943

SUBJECT: Commendation
TO : Colonel J. J. F. Steiner, 532d Engineers, E. A. R.
(Through: Brigadier General W. F. Heavey, U. S. A.
2d Engineer Amphibian Brigade.)

1. During the processing of the above listed unit and other attached elements of the 2d Brigade through this Port of Embarkation, I had ample opportunity to observe the efficient manner in which this movement was accomplished. During the period in question, I interviewed some seventy-five to one hundred officers and enlisted men of these units covering all matters pertinent to the efficiency and morale of a combat organization. I found all elements of the command possessing an unusually high state of morale, courteous and enthusiastic about the service and their organization. Their individual bearing and physique, plus the efficiency displayed in the execution of this movement, clearly indicated that their prior training had been thorough and complete.

2. In the opinion of the undersigned this has been the outstanding combat organization that has been processed through this Port of Embarkation during the past year.

P. J. LLOYD
Colonel, I. G. D.
Port Inspector General

COMMANDING OFFICER
FORT ORD, CALIFORNIA

RSF;vm
February 22, 1943

Brigadier General W. F. Heavey
2d Engineer Amphibian Brigade
APO #3383, c/o Postmaster
San Francisco, California

My dear General Heavey:

I am in receipt of your confidential letter of January 25th in which you express appreciation of all that we at least tried to do for you at Fort Ord. It was very nice indeed to hear from you especially as your words made us realize that our efforts had been fully appreciated.

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I also wish to thank you for sending me the copies of the letters relating to Colonel Steiner and his fine 532d Engineers. Certainly the tribute paid that organization by Colonel Lloyd, the Port Inspector General, was as fine a tribute as I ever read concerning an organization which was on its way to the front. Please extend to him also my sincere congratulations and best personal wishes.

We were very sorry to see your fine Brigade leave Fort Ord. As I told you we would do, I continued the assignment of the boat detail to Colonel Simpson's command for their exclusive use until Colonel Simpson said that they needed it no longer. It is now like the Navy detachment on duty with the 7th Division which, like the 2d Engineer Amphibian Brigade, is working overtime to perfect itself in everything pertaining to their duties and especially amphibian work.

I have just written Colonel Simpson a letter, (through your headquarters) expressing appreciation of his cooperation in a recent movement of troops which we had to make in order to accommodate the 7th Division in one general area.

In memory of the 2d Engineer Amphibian Brigade and because of the very helpful work which it did for the Post in leveling off and smoothing out the unsightly high ground in the big rectangle adjoining 1st Avenue and lying just north of the main entrance theater, I have named the area "Amphibian Terrace" and I am having appropriate signs placed thereon.

With best personal wishes and with the hope and belief that high success will always attend your Brigade wherever it may be or go, I remain

Very truly yours,

/s/ ROGER S. FINCH

Colonel, Cavalry, Commanding

HEADQUARTERS 41ST INFANTRY DIVISION

APO 341

27 July 1943

SUBJECT: Commendation.

TO : Commanding General, 2d Engineer Amphibious Brigade.

1. The officers and men of your Brigade who served under my command in this area the past month have conducted a series of most difficult operations with excellent results, and I wish to commend them for the splendid work that they have conducted.

2. These officers and men worked most cooperatively and in an efficient manner throughout the operations, despite enemy air, ground action, adverse weather conditions and handling crafts in uncharted and dangerous waters.

3. A splendid spirit of enthusiasm and willingness to tackle most difficult assignments marked their duties throughout.

/s/ H. H. FULLER

Major General, U. S. Army, Commanding

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HEADQUARTERS
2D ENGINEER SPECIAL BRIGADE
OFFICE OF THE COMMANDING GENERAL

WFH/gh
APO 704
30 July 1943

SUBJECT: Commendation.

TO : Major Harry Rising, C. O., 532d Provisional Battalion
(Thru: Commanding Officer, 532d EBSR, APO 704)

1. The following is paraphrase of a radio just received from General Officer Commanding, New Guinea Forces:

"Please convey to Major Rising and the officers and men of the Provisional Battalion, 532d Engineer Boat and Shore Regiment my sincere appreciation of the fine work done by them during the landing at Nassau Bay and thereafter during subsequent operations. Please inform all of the extremely valuable part they have played in the success attained so far."

2. The example set by this Provisional Battalion in our first combat action has been inspiring to every member of the Brigade. Let us all strive to equal it in the future tests ahead for us and to avenge the loss of our seven comrades who fell in this action.

W. F. HEAVEY,
Brig Gen USA, Commanding

COPY TO: CG SIXTH ARMY
ENGR GHQ
CG EAC

P15

AMPHIBIOUS TRAINING ACTIVITIES
NAVY NUMBER 144

Serial 62

C/o Fleet Post Office
San Francisco, Calif.,
August 7, 1943.

From : The Officer in Charge

To : CG, 2d Engineer Special Brigade,

Subject: 2d Engineer Special Brigade Cooperation in Training—Appreciation of.

1. Upon the moving forward of your headquarters the Officer in Charge desires to express appreciation to you and your Brigade for your hearty cooperation in the training activities here since they became a U. S. Navy responsibility, under Commander Amphibious Force, Seventh Fleet. It is the opinion of the Officer in Charge, that, under every demand, your response has been spontaneous, generous, and efficient.

/s/ P. A. STEVENS,
Capt., U. S. Navy.

Copy to:

Com. 7th Flt.

Comamphibfor (Admin)

CTF 76

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HEADQUARTERS
162D INFANTRY
APO #41

16 September 1943.

SUBJECT: Commendation.

TO : The Commanding General, 2d Engineer Special Brigade (Thru CG, 41st Inf Div., APO #41).

1. During the past three months personnel of the 532d and 542d Amphibious Engineers have operated with the 162d Infantry in its combat mission in the Nassau Bay—Tambu Bay—Salamaua area. The officers and men of both Boat and Shore companies have performed their duties in a highly commendable manner. They have operated during day-light and darkness, under adverse weather and sea conditions, often under enemy fire. They have performed brilliantly on many occasions on special missions of reconnaissance, rescue missions, and in close combat against the Jap.

2. There have been individual instances of exceptional courage and daring but it is my feeling that each and every member of these organizations deserves commendation for their fine performance of duty. It is requested that you convey to them the appreciation of all whom they served and add my personal congratulations and the hope that we may be again associated in future operations.

/s/ A. R. MacKECHNIE,
Colonel, Infantry, Commanding.

201.22 1st Ind.

HHF/b

HQ 41ST INF DIV, APO 41, 4 OCT 43.

TO: The Commanding General, 2nd Engr Spec Brig, APO 704.

1. I have noted with special interest the outstanding work performed by the members of the 532nd and 542nd Amphibious Engineers that were working with our troops during the Salamaua operation.

2. It is with pleasure that I add my commendation to that of Colonel MacKechnie for the work that your excellent troops have performed.

3. In future operations, the 41st Division will be indeed fortunate to be associated with the 2nd Engineer Special Brigade.

/s/ H. H. FULLER,
Major General, U. S. Army, Commanding.

SPECIAL ORDERS OF THE DAY

In the Field,
17 Sept. 43.

BY

LT-GEN SIR EDMUND HERRING K.B.E., C.M.G., D.S.O., M.C.

TO

MAJ-GEN G. F. WOOTEN, C.B.E., D.S.O.

In this hour of victory please accept on your own behalf and on behalf of all men serving under you my heartfelt congratulations on your magnificent achievement.

The Commander-in-Chief has directed me to convey his congratulations.

Signed: E. HERRING LT-GEN.,
General Officer Commanding 1 Aust Corps.

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ORDERS OF THE DAY
BY
MAJ-GEN G. F. WOOTEN, C.B.E., D.S.O.
TO
ALL TROOPS UNDER COMMAND 9 AUST DIV

I wish to express to all officers and other ranks under my command in the recent operations my admiration and appreciation of your magnificent efforts which have resulted in such a speedy and complete victory.

Signed: G. F. WOOTEN, MAJ-GEN.,
General Officer Commanding 9 Aust Div.

NK V OBB NR 5 ROUTINE
TO GEN HEAVEY CG SECOND SPECIAL ENGR BRIGADE SUB BASE BAKER
FM ADV GHQ
P-6330 22ND
CITE CY173

MY HEARTIEST COMMENDATION TO YOU CMA YOUR OFFICERS AND
YOUR MEN CMA FOR THEIR SPLENDID PERFORMANCE IN THE SALAMAUA
DASH LAE DASH FINSCHHAFEN OPERATION PD THEY SHOWED SKILL CMA
COURAGE AND DETERMINATION

SGD MACARTHUR

TOO 220829
OBB TOS 221215 A RRT GA
NK NR 5 R TOR 221215/Z LFA VA

HQ 5 Aust Div (AIF)
6 Oct 43
A. 687.

Brig-Gen W. F. Heavey,
2 Engrs Special Bde,
US Amph Engrs.
Dear General,

I would like to take this opportunity of expressing my appreciation of the task carried out by all officers and men of Combat Team 3, 542 Special Engrs Regt, during the SALAMAUA campaign.

During the campaign a large proportion of my force was maintained by sea and the movement of these supplies and ammunition from Base to the forward areas entirely depended on the landing craft operated by Combat Team 3.

Combat Team 3 carried out very efficiently all demands made on them and I could always rest assured that the supplies being delivered by them would arrive at the appointed place on time.

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I would especially like to record my appreciation of the work of Majors Long and Green who at all times were of great assistance to my staff and services and who were always eager to transport supplies or personnel as far forward as possible along the coast towards the enemy's lines.

I wish the officers and men of Combat Team 3 future successes which I am sure they will achieve. I should be extremely happy to be associated again with them in the future.

Yours sincerely,

/s/ E. S. MILFORD,

Maj-Gen GOC 5 Aust Div.

AUSTRALIAN IMPERIAL FORCE

C O P Y

HEADQUARTERS

9 Aust Div

In the Field

16 Feb. 44.

Dear Colonel:

Now that our battles in this area have been won I wish to thank you for the splendid cooperation your regiment has given to 9th Australian Division from the beginning to the end of the operations at LAE and FINSCHHAFEN and on to SIO.

I should be glad if you would explain to all officers and men of your regiment that the campaign has been won only by the team work and the equal sharing of responsibilities, risks and toil by all its components. 532nd Engineer Boat and Shore Regiment while under the command of the 9th Australian Division, was an indispensable member of the team and has played its part admirably on the water, in the landings and on the beaches. I congratulate all ranks on it.

I thank you for your good wishes for the future. You may rely on it that the whole of 9th Australian Division will always have the happiest recollections of their association with and join with me in wishing continued good fortune to 532nd Regiment.

I sincerely hope that we shall all serve together again in the future.

Yours sincerely,

/s/ G. F. WOOTEN,

Major General, Commander 9th Australian Division.

Col A. M. Nielson
Regtl Comdr
532 EB and SR

HEADQUARTERS 1ST CAVALRY BRIGADE

APO 201

21 March 1944.

SUBJECT : Battle Commendation.

TO : Commanding Officer, "E" Company, 592d Engineer Boat and Shore Regiment.

THROUGH: Commanding General, 1st Cavalry Division.

1. I wish to commend you and through you all ranks of your splendid company which fought so well with this brigade during the occupation and defense of the MOMOTE AIRDROME from 29 February 1944 to 4 March 1944.

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2. You accomplished your mission under heavy and continued Japanese attacks for a period of four days and nights.
3. The disciplined conduct of your unit in battle is a great credit to your personal leadership.
4. I am proud to have had the honor of commending such an organization during this successful battle.

/s/ WM. C. CHASE,
Brigadier General, U. S. Army, Commanding.

HEADQUARTERS
2D ENGINEER SPECIAL BRIGADE
APO 322

Secret
Auth: CG 2d ESB
Init: WFH
Date: 30 Apr. 44

The following is a paraphrased message from Commanding General 1st Marine Division:

"Upon relief of Company C 592d Regiment of 2d ESB wish to bring to your attention the wonderful cooperation from each and every member of this unit during the period it has been attached to the Backhander Force. They have had to work around the clock many times but always with the spirit that will surely bring victory to our cause. It has indeed been an honor to have them in my command. Please inform all hands that the 1st Marine Division feels they deserve a "Well Done and Godspeed." Regret they will not be with us on next operation." Sgd Rupertus

HEADQUARTERS U S FORCES
OFFICE OF THE SURGEON

31 May 1944
A.P.O. #24

SUBJECT: Commendation.

TO : Commanding Officer, Co C, 262nd Medical Battalion.
(Thru: Commanding General, U. S. Forces, APO 24)

1. Under the most difficult conditions a force could encounter after landing on a beach, your unit immediately set up installations to handle casualties. By proper use of initiative, by aggressiveness, and by force, when necessary, you overcame obstacles in your way.
2. From D-day on throughout the operation, the care and handling of casualties, the arrangements for evacuation, the preparation of casualties for evacuation, the hospitalization and medical care of patients given by Company C, 262nd Medical Battalion, was superior, even though conditions under which it functioned were most unfavorable.
3. The Officers and Enlisted Men of your organization showed excellent training, medical knowledge, and judgment in their assigned duties, and on many occasions did medical work beyond their assigned duties.
4. I hereby wish to express my gratitude for the fine medical service rendered by your unit, and to state my desire that we may be fortunate enough to obtain your services in our next operation.

EDWIN J. G. BLOEMENDAAL,
Lt. Col., Medical Corps, Surgeon, U. S. Forces APO 24.

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HEADQUARTERS 24TH INFANTRY DIVISION
OFFICE OF THE DIVISION COMMANDER

18 June 1944.

SUBJECT: Letter of Commendation.

TO : Commanding General, 2d Engineer Special Brigade, APO 503. (THRU: Commanding General, Sixth Army, APO 442).

I wish to commend the 542d Engineer Boat and Shore Regiment for its outstanding performance of duty in the recent operation at TANAHMERAH BAY.

The high degree of proficiency with which the officers and men of the regiment performed their missions reflected outstanding leadership and a thorough training program. I particularly wish to commend the fine work of Colonel BENJAMIN C. FOWLKES, whose ability, cooperation and personal supervision contributed much to the success of this operation.

Due to the skillful operation of the small landing craft the landings were effected without loss of life or property. The flexibility and resourcefulness of the Shore Battalion was demonstrated when it encountered impenetrable swamp twenty five yards from the beach. In spite of this difficult obstacle all ships were completely unloaded prior to their departure. The personnel section submitted the most prompt and complete reports of any unit in the task force. The sound advice and spirit of cooperation of the regimental staff during the planning phase were also of great benefit to the division.

I personally observed the splendid work of the regiment on many occasions and would very much desire to have it assigned to this division again in the future operations of the division.

/s/ F. A. IRVING,
Major General, U. S. Army, Commanding.

HEADQUARTERS U. S. FORCES
A.P.O. 324

IPS/1s
2 July 1944

COPY

AG 201.22

SUBJECT: Commendation.

TO : Commanding Officer, Co. "A", 592 EBSR, APO 324. (THRU: Commanding General, Alamo Forces, APO 712.)

1. I would be remiss in my duty as commander of this Force if I failed to commend your organization in the highest terms for the unfailing efficiency and devotion to duty of your personnel. Since the arrival of the initial detachment with six landing craft, on 29 February 1944, to take part in the initial landings in Hyane Harbor, your personnel have served admirably in landing operations at Yellow Beach, Blue Beach, Pitylu Island, Rambutyo Island, Pak Island and in supply and service operations at Ndrova, Amo, Kali Bay, Sau Plantation, Bundralis and Inrim. Throughout these operations your men maintained a constantly cheerful and cooperative attitude, unmindful of long hours of work and difficulties of climate. During this time, also, the crews performed most admirably in maintenance of their craft.

2. In the aggregate the conscientious efficiency of your entire company contributed materially to the success of the operations in this campaign.

3. Please convey to all personnel of the company my thanks and commendation for a difficult job excellently done.

/s/ INNIS P. SWIFT,
Major General, U. S. Army, Commanding.

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RESTRICTED
HEADQUARTERS 41ST INFANTRY DIVISION
APO 41

H/aw
23 July 1944

920
SUBJECT: Commendation.
TO : See Distribution.

1. The following is a paraphrased radio message from the Commanding General, Sixth Army:

"With the limited means at your disposal appreciate the difficulties you have overcome. Your excellent cargo discharge rate represents splendid efforts of all concerned with this vital task. . . .

KRUEGER"

2. It is a pleasure to forward this recognition which is concurred in and to which is added the appreciation of all of us who are so vitally concerned with the accomplishment of this important mission.

/s/JENS A. DOE,
Brig. Gen., U. S. Army, Commanding.

DISTRIBUTION:
542nd EB & SR
Co B, 562nd Engr Boat Maint.

SECRET
HEADQUARTERS
CYCLONE TASK FORCE
NOEMFOOR ISLAND, NEW GUINEA

Secret
Auth: CG CYCLONE
TASK FORCE
Init: _____
Date: 14 Aug. 44
14 August 1944.

AG 330.13-S
SUBJECT: Commendation.
TO : Commanding General, Alamo Force, APO 712.

1. I desire to commend the officers and enlisted men of the 2d Engineer Special Brigade Support Battery (Provisional) for their outstanding performance in the operation against Noemfoor Island.

2. The 2d Engineer Special Brigade Support Battery (Provisional), forming a part of Cyclone Task Force, landed on Noemfoor Island, New Guinea at H-Hour, D-Day. Their assigned mission was to protect the initial advance of the assaulting Infantry with automatic weapon fire. The Battery performed this mission in a superior manner. When the assault troops were landed, the Battery divided into two parts. One group working under enemy artillery fire, used their tracked landing vehicles to pull wheeled vehicles and DUKWs

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over the coral reef. This salvage work made possible the rapid landing of needed supplies, and was a material factor in the success of D-Day operations. The other group of the Support Battery advanced along the air strip with the assaulting Infantry. Fortified pill boxes, dug into the limestone terraces on the far side of the air strip, threatened to hold up the advance. The Support Battery unhesitatingly used their light amphibious vehicles as land tanks advancing to within several feet of the fortified entrances and blasting the positions with flame throwers and automatic weapons. The use of amphibious vehicles as tanks against fortified positions armed with mountain guns and 37mm cannon, a use beyond the capabilities for which the vehicles are designed, was an exhibition of gallantry which I consider deserving of special commendation.

/s/ EDWIN D. PATRICK,
Brigadier General, U. S. Army, Commanding.

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
OFFICE OF THE CHIEF ENGINEER

APO 500
15 August 1944

CE 330.13 (15 Aug. 44)0

SUBJECT: Commendation.

TO : Commanding Officer, 542d Engineer Boat and Shore Regiment, APO 920.

1. The outstanding performance of the 542d Engineer Boat and Shore Regiment in previous operations has merited the commendation of the Commanding General, Sixth Army, and the Commanding General, 32d Infantry Division.

2. In the recent Hollandia operation your organization more than justified the every confidence entrusted it. The conduct of your men under enemy fire, their display of skill and resourcefulness under adverse conditions, and their determination in the development of beach facilities in support of assault was in keeping with the high standards established by them in previous operations.

3. It is recognized and appreciated that your accomplishment in the Hollandia and other previous operations were major contributions to their success. Please convey to your officers and men my congratulation on the brilliant record of your unit.

L. J. SVERDRUP,
Brigadier General, USA, Acting Chief Engineer.

ADVANCE ECHELON
GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA

In the Field,
31 October 1944
GENERAL ORDER
NO. 1

Now that its initial phases have been successfully accomplished, as Commander-in-Chief of the campaign to liberate the Philippine Islands, I wish to express the admiration and gratitude I feel, to all commanders and to all ranks, for the determination, fortitude and courage which they have displayed under the most difficult, dangerous and complex situations.

The magnificent coordination displayed by the Services was as marked as the special tactical efficiency of the various Branches.

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The ground troops have shown a tenacity of purpose which has carried them unflinchingly through every ordeal. The local tactical skill with which the troops have been maneuvered has not only outwitted the enemy but has resulted in a relatively low casualty list that is unsurpassed in the history of war. General Krueger has written his name high in the annals of generalship.

The Naval components operating under my command have not only shown complete loyalty to a Commander-in-Chief drawn from another Branch, but have exhibited an elasticity of tactical pattern and that grim unflinching courage in combat which have so characterized our Navy from its very origin. The Australian Squadron conducted itself in accordance with the highest tradition of the British Commonwealth of Nations. Admiral Kinkaid has shown himself to be one of the great Naval leaders of the day.

The Air Forces assigned to me, both land and sea, have fought with a ferocity and intelligence never surpassed even by the brilliant performance of this Branch of the Service in the present war. General Kenney and Admiral Sprague have confirmed their high place in the annals of airmen.

I am deeply grateful to the covering forces of the Third Fleet for their brilliant and successful advance forays and for their timely intervention at a critical moment in the decisive Naval actions following the initial landing.

To the Philippine People, civil populace as well as guerilla, led by President Osmena, I wish to express my deep appreciation for their complete cooperation and help to our cause both before and during the operation.

To my loyal staff, I thank them personally for their unfailing devotion through endless hours of toil, perplexity and suspense when they so unflinchingly gave me of their full sustenance.

We have our hold now and I shall not relax the grip until Bataan and Corregidor once more rise into life.

Almighty God has blessed our arms.

/s/ DOUGLAS MACARTHUR,

General, U. S. Army, Commander-in-Chief.

HEADQUARTERS SIXTH ARMY
OFFICE OF THE COMMANDING GENERAL
IN THE FIELD

APO 442
25 Dec 1944

GENERAL ORDERS }
NUMBER 232 }

The Leyte-Samar ground operations have reached the point which enables me to express to the officers and men of the Sixth Army my deep appreciation and heartfelt thanks for their splendid performance during the campaign.

The combat troops have displayed the highest degree of gallantry, skill, tenacity and fortitude in fighting a resourceful and determined enemy under adverse conditions of weather and on exceedingly difficult terrain. They have added a glorious page to the history of our army and our country. The exploits of the combat troops were equalled by the devoted, highly effective work of the service units, who are deserving of the highest praise for unremittingly toiling day and night to serve and support their comrades in the battle line.

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Great credit is due to Major General Sibert, Commanding General of the X Corps, and to Major General Hodge, Commanding General of the XXIV Corps, for the able, determined and skillful leadership displayed by them in conducting the operations of their respective corps.

I extend to our comrades of the Allied Naval Forces and Allied Air Forces the gratitude of the entire Sixth Army for their wholehearted and effective support of the ground operations.

To the gallant officers and men of the Philippine forces, I desire to express sincere thanks for their loyal and devoted services.

I am deeply grateful to the members of my staff for their loyal, unselfish devotion to duty and for their skillful and effective work, which contributed so much to the success of the Sixth Army in this campaign.

It is with deep reverence that I pay tribute to our brave comrades who made the supreme sacrifice. I pray that the Almighty may continue to bless our arms to the end that these heroic dead will not have died in vain.

/s/ WALTER KRUEGER,
Lieutenant General, U. S. Army, Commanding.

HEADQUARTERS
WESTERN VISAYAN TASK FORCE
APO 321

WCD/gen
26 December 1944

SUBJECT: Commendation.

TO : Commanding Officer, 532d EB&SR Regt.

1. The following message was received from Admiral Struble, through CG, 6th Army:

"Please express to General Duncel my admiration and appreciation for the splendid job accomplished by his men in unloading twenty-seven LSTs in one day. It was a difficult job well done."

2. I desire to express my appreciation to you and all members of your command for your outstanding performance of duty which made the above congratulatory message possible.

3. Please convey to all members of your command my personal appreciation for the manner in which they have performed their work over and above the normal demands of duty.

/s/ W. C. DUNCCEL,
Brig. Gen., USA, Commanding.

HEADQUARTERS
9TH GENERAL HOSPITAL
APO 920

22 Jan 1945

SUBJECT: Commendation.

TO : Commanding Officer, Co B, 262d Medical Bn. (Thru Channels.)

1. It is the desire to bring to your attention the fine services which members of your organization have rendered in their utmost cooperation and loyalty throughout their period of duty with this hospital. It would be difficult to pick out particular individuals who

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stood out over and above the rest. All were professionally well trained and demonstrated their ability in many ways. The skillful manner in which these officers and men performed their duties as ward officers, ward man, construction workers and pharmacists shows a high standard of proficiency in your organization.

2. It is also desired to extend the appreciation of myself and the members of the 9th General Hospital to yourself for your cooperation and kindness in loaning these officers and men to us at a time when the need for additional help was dire. It is the feeling of the members of my command that future association with your organization would be very desirable.

3. It is with the greatest of pleasure that I take this opportunity to commend the officers and enlisted men of your organization, who rendered such valuable assistance to this hospital from 26th October 1944 to 22d January 1945.

B. F. DUCKWALL,
Colonel, MC, Commanding.

HEADQUARTERS SEVENTH INFANTRY DIVISION

APO 7

C/O POSTMASTER, SAN FRANCISCO, CALIFORNIA

2 February 1945.

SUBJECT : Commendation
THROUGH: Commanding General, 2d Engineer Special Brigade, APO 72
TO : Commanding Officer, Company C, 592d Engineer Boat and Shore Regiment,
APO 72

1. I desire to express to you and the officers and men of your command the appreciation and admiration of the Seventh Division.

2. At a time when transportation was limited and the tactical situation critical, the splendid work of your command was a big factor in our success. The cooperation and tireless efforts of you and your men aided us greatly in moving troops and supplies.

3. Again during the Camotes Islands Operation your organization by its outstanding work aided us in our tactical victory.

4. My sincere thanks and appreciation to you and the members of your command.

A. V. ARNOLD,
Major General, U.S.A., Commanding.

WAR DEPARTMENT
ARMY SERVICE FORCES
OFFICE OF THE CHIEF SIGNAL OFFICER
WASHINGTON

12 March 1945.

SPSIG

SUBJECT: General Orders No. 4, Headquarters Sixth Army, 9 January 1945.
TO : Commanding Officer, 287th Signal Company, Headquarters, Sixth Army.

1. It is with great pleasure that I noted the award of Meritorious Service Unit Plaque announced in Section III, General Orders No. 4, Headquarters Sixth Army, 9 January 1945, which just came to my attention.

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2. I want to congratulate you and all members of your Company for the exceptional and outstanding performance of duty that merited this award. I personally, and the entire Signal Corps salute you and your men for a performance that not only supports but exceeds the best traditions of the Corps.

H. C. INGLES,
Major General, Chief Signal Officer.

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA

APO 500
19 March 1945.

AG 370.2 (19 Mar 45) E

SUBJECT: Engineer Special Brigades.

TO : The Chief of Staff, War Department, Washington 25, D. C.

1. In the succession of amphibious operations up the coast of New Guinea to Morotai, thence to the Philippines, the performance of the 2d, 3d and 4th Engineer Special Brigades has been outstanding. The soundness of the decision in 1942 to form organizations of this type has been borne out in all action in which they have participated. These units have contributed much to the rapid and successful prosecution of the Southwest Pacific Area. I recommend that careful consideration be given to the perpetuation and expansion of such units in the future Army set-up.

2. I pass on to you an item extracted from a report to me from Headquarters, Administrative Command, Seventh Amphibious Force, file A16-3, Serial No. 0078, dated 15 February 1945, subject: "Reports of the Lingayen Operation—San Fabian Attack Forces".

"It is believed that the Engineer Special Brigade as organized in the Southwest Pacific Area is the most efficient Shore Party organization now functioning in amphibious warfare and that the permanent organizations of these regiments have contributed in a large measure to the success of amphibious operation in this theater".

DOUGLAS MACARTHUR,
General of the Army, United States Army, Commander-in-Chief.

HEADQUARTERS XI CORPS
APO 471

25 March 1945.

AG 201.2 C

Subject: Commendation.

To : Commanding Officer, 592d Engineer Boat and Shore Regiment, APO 73.

1. It is with pleasure that I commend you and your unit for a superior performance of duty while serving under my command.

2. The willingness and wholehearted enthusiasm of all personnel within your unit in the discharge of responsibilities assigned in connection with the loading and unloading, the evacuation of wounded, and the resupply of troops for the M-7 Operation, was in the best tradition of the service.

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3. In the subsequent Mariveles and Corregidor Operations, elements of your command materially contributed to the success of the operations by organizing and developing beachhead and general construction work pertaining to the waterfront.

4. The efficient maintenance and repair of lighterage craft, while operating continuously under extended periods, facilitated maximum tonnage discharge.

5. Such performance of duty reflects credit on you and every member of your organization.

C. P. HALL,
Major General, U. S. Army, Commanding.

HEADQUARTERS
UNITED STATES ARMY SERVICES OF SUPPLY
OFFICE OF THE COMMANDING GENERAL

GSCG 330.13

APO 707
3 April 1945.

SUBJECT: Letter of Appreciation.

TO : Commanding General, Second Engineer Special Brigade, APO 343.

1. With the complete liberation of the Philippine Archipelago assured and the road to our ultimate objective shortened, may I extend my sincere compliments for the outstanding performance of your Brigade during the military operations in New Guinea and the Philippines.

2. Under most hazardous conditions, your gallant officers and men, in addition to their strictly tactical missions, have transported large quantities of supplies and equipment. This task is of great importance to the theater overall logistical support mission and is naturally a source of personal gratification, since the United States Army Services of Supply cannot consider its mission fulfilled until actual delivery of all supplies to all commands has been successfully accomplished. Thus, the efficient and punctual performance of your Brigade has been of utmost importance to the United States Army Services of Supply.

3. I shall be pleased to receive recommendations for the award of decorations to deserving personnel of your organizations who have rendered exceptional services while under my command.

4. Please convey my grateful appreciation to all ranks for their outstanding contributions towards the mission of supplying our troops.

/s/ J. L. FRINK,
Major General, United States Army, Commanding.

RESTRICTED
HEADQUARTERS EIGHTH ARMY
UNITED STATES ARMY
OFFICE OF THE COMMANDING GENERAL
APO 343

18 April 1945.

FROM: Commanding General, Eighth Army, APO 343.

TO : Commanding Officers 542d EBSR, 262 Med Bn, 562d EBM Bn.

1. The following message from Commanding General Eighth Army is forwarded for your information:

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"It is with a feeling of great pride and satisfaction that I transmit the following message of General MacArthur to the officers and men of your command:

2. 'PALAWAN, ZAMBOANGA, PANAY and other island operations in the Visayan group all represent splendid performances which reflect greatest credit on all concerned. Their perfect coordination their resolute determination and their complete success show the fighting services at their best. Please inform all ranks. MACARTHUR.'

/s/ ROBERT L. EICHELBERGER,
Lieutenant General, USA, Commanding."

3. Both 532 and 542 EBSR with attachment from 562 Boat Maint Bn and 262 Med Bn furnished our Task Groups for these operations.

4. It is splendid to be included in this fine commendation. Have it brought to attention of all ranks.

Sgd: HEAVEY.

HEADQUARTERS 38TH INFANTRY DIVISION
OFFICE OF THE COMMANDING GENERAL
APO 38

AJH/rfg
19 April 1945.

SUBJECT: Commendation.

TO : Commanding Officer, 592d Engineer Boat and Shore Regiment.
(thru CG, 2d Engineer Amphibious Brigade.)

1. During the present campaign your organization has supported this division in three important landing operations:

- a. The landing at Zambales on 29 January 1945.
- b. The landing at Mariveles on 15 February 1945.
- c. The landing at Carabao Island on 16 April 1945.

2. In addition to the operations listed there were other minor actions and periods of supply activities.

3. I wish to express my appreciation and commendation for the superior service and support your regiment rendered this division throughout. Your experience, technical skill and spirit of cooperation left nothing to be desired.

4. Please be assured that your regiment has the confidence, respect and admiration of every officer and man of the 38th Infantry Division.

5. We all hope that any future amphibious operations we may undertake will be supported by your splendid organization.

WILLIAM C. CHASE,
Major General, U. S. Army, Commanding.

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RESTRICTED
HEADQUARTERS EIGHTH ARMY
UNITED STATES ARMY
OFFICE OF THE COMMANDING GENERAL
APO 343

330.13

22 April 1945.

FROM: Commanding General, Eighth Army, APO 343.

TO : See Distribution Below.

MESSAGE

It is with a feeling of utmost pride that I congratulate the officers and men of Eighth Army on the successful prosecution of the Visayan Campaign.

To the officers and men of the units which participated in the operations I wish to express my sincere gratification at the courage, speed and determination displayed on every hand in this series of rapid-fire landings. The enemy was given no respite and has lost his identity as an organized force. His complete destruction is inevitable.

To the commissioned and enlisted members of my staff I tender my deep appreciation for the hours of careful planning devoted to these difficult operations and for the vigor with which these plans were supervised to successful completion.

My wholehearted commendation goes to every member of the command.

This communication will be brought to the attention of all personnel of the Eighth Army.

/s/ R. L. EICHELBERGER,
Lieutenant General, USA, Commanding.

DISTRIBUTION: "z" plus "A"

GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
OFFICE OF THE CHIEF ENGINEER

APO 500
9 June 1945.

AG 200.6 (9 Jun 45)E

SUBJECT: Commendation.

TO : Officers and Men of the 2d Engineer Special Brigade.

On June 20th the 2d Engineer Special Brigade will commence its fourth year of service. On June 29th it will enter its third year of continuous participation in combat. It seems appropriate at this time to review what has been accomplished since the 2d Engineer Special Brigade made its first landing at Nassau Bay, New Guinea.

You have spearheaded our amphibious advance from New Guinea to the Philippines, a distance of 2,800 miles, in eighty-two separate combat landings. The road back has been difficult, our progress was slow, but as our resources and skill increased, the speed of our advance increased. The contributions you have made to the technique of amphibious warfare have greatly increased our capacity for striking the enemy where he least expects us.

Your outstanding contribution to the success of our arms has not been without its toll of sacrifice. From Oro Bay to Corregidor, the way has been marked by the blood

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of men of the 2d Engineer Special Brigade who died that Liberty might live. In carrying on undaunted, you have assured that your comrades' sacrifice was not made in vain.

As the 2d Engineer Special Brigade enters upon its fourth year of devoted service, I pray that Almighty God may bless and preserve each one of you to participate in the final victory you have done so much to earn.

/s/ HUGH J. CASEY,
Major General, USA, Chief Engineer.

HEADQUARTERS EIGHTH ARMY
UNITED STATES ARMY
OFFICE OF THE COMMANDING GENERAL
APO 343
COMMENDATION
2nd Engineer Special Brigade

1. During the past three years, the 2nd Engineer Special Brigade has made a record for itself that is worthy of the highest praise. This organization has been of invaluable service in the many operations of the Southwest Pacific Area, transporting tremendous numbers of combat personnel and their equipment to operational areas. In addition, these engineers have established innumerable beachheads, constructing roads, setting up dumps and rehabilitating power plants, water works, landing strips, bridges and docks. The officers and men of this organization have displayed high efficiency, eagerness and unswerving devotion to duty in the successful accomplishment of all their assignments. Their outstanding achievements have contributed greatly to the brilliant success of operations in the Southwest Pacific Area.

2. It is with the greatest of pleasure that I commend the 2nd Engineer Special Brigade on its fine accomplishments and extend to each officer and man of this organization my best wishes for continued success.

/s/ R. L. EICHELBERGER,
Lieutenant General, USA, Commanding.

12 June 1945

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Appendix VI

Killed In Action

ELY, ARTHUR C., 2d Lt	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
KEELE, CHARLES C., 2d Lt	532d EBSR	KIA Nassau Bay, NG	7 Jul 43
LANG, ROLLAND F., 2d Lt	532d EBSR	KIA Finschhafen, NG	7 Oct 43
MANCHESTER, MADISON J., 2d Lt	592d EBSR	KIA Admiralty Is	3 Mar 44
PECORARO, CHARLES F., Capt	532d EBSR	KIA Finschhafen, NG	25 Sep 43
STILES, WILLIAM, 1st Lt	542d EBSR	KIA Toem, DNG	17 May 44
SWEENEY, HUBERT P., 2d Lt	592 EBSR	KIA Cape Gloucester, NB	16 Feb 44
THOMSON, RONALD F., 2d Lt	592d EBSR	KIA Cape Gloucester, NB	26 Feb 44
BAKER, HOWARD G., Pfc	542d EBSR	KIA Biak Island, NEI	12 Jun 44
BARTELSON, LOREN E., T/5	592d EBSR	KIA Cape Gloucester, NB	16 Feb 44
BLAIR, ROBERT E., Pfc	592d EBSR	KIA White Beach, Leyte, PI	20 Oct 44
BOYLE, JAMES R., Cpl	592d EBSR	KIA Admiralty Is	2 Mar 44
BREWER, STANLEY G., Pvt	592d EBSR	KIA Arawe, NB	13 Feb 44
BRUCHER, HENRY C., Pfc	542d EBSR	KIA Sador, NG	3 Jan 44
BUCKLEY, JOHN F., S/Sgt	592d EBSR	KIA Admiralty Is	3 Mar 44
BULL, BYRON B., T/5	542d EBSR	KIA Wakde Island, DNG	18 May 44
BURGH, JOHNNIE M., Pfc	532d EBSR	KIA Red Beach, Leyte, PI	20 Oct 44
CASEY, OBIE, Pfc	542d EBSR	KIA Wakde Island, DNG	18 May 44
CAWI, VICTOR A., T/5	532d EBSR	KIA Lae, NG	6 Sep 43
CHARBONEAU, GEORGE W., Pvt	QM Hq Hq Co	KIA Tacloban, Leyte, PI	25 Oct 44
CHAVEZ, FRANCISCO A., T/4	592d EBSR	KIA Cape Gloucester, NB	16 Feb 44
CHRISWELL, DAVID E., Pfc	189th GS Co	KIA Tacloban, Leyte, PI	25 Oct 44
CLARK, EMRAY F., Pvt	542d EBSR	KIA Wakde Island, DNG	18 May 44
COHEN, HYMAN, T/4	532d EBSR	KIA Red Beach, Leyte, PI	20 Oct 44
COLEMAN, FRANK B., Pfc	262d Med Bn	KIA Finschhafen, NG	25 Sep 43
DAILEY, GEORGE A., Pfc	532d EBSR	KIA Lae, NG	6 Sep 43
DONAHUE, WILLIAM J., Pfc	532d EBSR	KIA Surigao Str, Bohol, PI	28 Dec 44
DORO, JOHN, Pfc	592d EBSR	KIA White Beach, Leyte, PI	25 Oct 44
EDWARDS, ALFRED N., T/5	592d EBSR	KIA Arawe, NB	16 Dec 43
EIDSON, CLYDE W., T/4	592d EBSR	KIA Arawe, NB	26 Dec 43
EMERY, LEONARD E., Sgt	592d EBSR	KIA White Beach, Leyte, PI	25 Oct 44
ESTES, JOSEPH H., T/5	532d EBSR	KIA Finschhafen, NG	25 Sep 43
FENLEY, VINCENT J., Pfc	542d EBSR	KIA Biri Island, PI	20 Feb 45
FLETCHER, JOHN T., T/5	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
FORTNEY, CARL M., Pvt	592d EBSR	KIA White Beach, Leyte, PI	27 Oct 44
GAFFNEY, FRANCIS X., T/5	592d EBSR	KIA Cape Gloucester, NB	16 Feb 44
GARCIA, JESUS V., T/5	532d EBSR	KIA Surigao Str, Bohol, PI	28 Dec 44
GILLET, CARL W., T/4	532d EBSR	KIA Surigao Str, Bohol, PI	28 Dec 44
GLESPAN, DALE C., Pvt	542d EBSR	KIA Biak Island, NEI	27 May 44
GRAY, ROBERT B., Pfc	542d EBSR	KIA Wakde Island, DNG	18 May 44
HUCKLEBERRY, DAN J., Pvt	532d EBSR	KIA Finschhafen, NG	24 Jan 44
HUNT, ROGER R., T/4	532d EBSR	KIA Hollandia, DNG	24 Apr 44
JOHNSON, MARVIN H., Sgt	532d EBSR	KIA Finschhafen, NG	3 Oct 43
KAPLAN, JOSEPH, T/4	592d EBSR	KIA Corregidor Is, PI	16 Feb 45
KEANEY, JOHN L., Pvt	532d EBSR	KIA Surigao Str, Bohol, PI	28 Dec 44
KUMP, RICHARD A., Pvt	532d EBSR	KIA Lae, NG	6 Sep 43
LANKFORD, HIRAM P., T/5	S/Btry	KIA Biak Island, NEI	9 Jun 44
LEARD, EDWIN L., T/4	532d EBSR	KIA Lae, NG	6 Sep 43
LORING, TERENCE E., Pvt	592d EBSR	KIA Admiralty Is	3 Mar 44
MAXWELL, KURT F., Pfc	262d Med Bn	KIA White Beach, Leyte, PI	12 Nov 44
McCONNELL, ROLAND P., T/4	532d EBSR	KIA Hollandia, DNG	25 Apr 44
MEDLEY, BERNARD W., Cpl	592d EBSR	KIA White Beach, Leyte, PI	25 Oct 44
MILES, ROBERT C., T/5	592d EBSR	KIA Cape Gloucester, NB	16 Feb 44
MOONEY, FRANCIS M., T/5	532d EBSR	KIA San Pedro Bay, Leyte, PI	26 Oct 44
NELSON, HAROLD L., T/5	532d EBSR	KIA Oro Bay, NG	18 Jun 43
O'NEIL, FREDERICK H., T/5	592d EBSR	KIA Corregidor Is, PI	17 Feb 45
*PERRONE, FRANK T., T/Sgt	592d EBSR	KIA Arawe, NB	15 Dec 43
POMEROY, HARRY, Pfc	542d EBSR	KIA Biri Island, PI	20 Feb 45
POUQUETTE, EMILE J., Pfc	542d EBSR	KIA Biak Island, NEI	2 Jun 44
POWDERLY, VERNON A., T/5	592d EBSR	KIA Lae, NG	6 Sep 43
PRICE, SNOWDEN L., T/4	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
RECTOR, CLIFFORD F., T/5	532d EBSR	KIA Hollandia, DNG	27 Apr 44
REED, MARVIN A., T/4	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
ROUZER, ROBERT J., T/Sgt	532d EBSR	KIA Red Beach, Leyte, PI	20 Oct 44
RUFFNER, GRANT, T/4	592d EBSR	KIA White Beach, Leyte, PI	29 Oct 44
STEWART, MARTIN L., Pvt	542d EBSR	KIA Iloilo, Panay, PI	25 Mar 45
STRAHM, ELGIN A., S/Sgt	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
SUTHERLAND, JAMES R., T/5	532d EBSR	KIA Lae, NG	4 Sep 43
TERRY, MILO E., T/5	532d EBSR	KIA Nassau Bay, NG	1 Jul 43
THOMPSON, DURWARD A., T/5	592d EBSR	KIA Arawe, NB	26 Jan 44
TIBERI, DANIEL J., T/4	552d EBSR	KIA Nassau Bay, NG	1 Jul 43
TOMASKI, ANDREW L., T/5	542d EBSR	KIA Cebu, PI	2 Apr 45
TORRES, FRED L., T/5	592d EBSR	KIA Arawe, NB	26 Dec 44
TOZZI, CHARLES P., Pfc	QM Hq Hq Co	KIA Tacloban, Leyte, PI	25 Oct 44
TRIANO, PIETRO, Pvt	542d EBSR	KIA Wakde Island, DNG	18 May 44
VAN NOY, JUNIOR N., Pvt	532d EBSR	KIA Finschhafen, NG	17 Oct 43
VILLA, WALTER B., Pfc	532d EBSR	KIA Finschhafen, NG	25 Sep 43
WALKNEY, JOSEPH E., Cpl	592d EBSR	KIA Admiralty Islands	4 Mar 44
WALTZ, DWAIN R., Pvt	562d EBM Bn	KIA Surigao Str, Bohol, PI	28 Dec 44
WEST, ALTON J., T/4	532d EBSR	KIA Lae, NG	12 Sep 43
YANOSKI, JOSEPH J., Pvt	532d EBSR	KIA Lae, NG	6 Sep 43
ZEHNA, LEE, Pvt	532d EBSR	KIA Mindoro Island, PI	21 Dec 44
ZUBIETA, PETE, Jr., Pfc	542d EBSR	KIA Tambu Bay, NG	20 Aug 43
*PAHOSKI, ISADORE, Pvt	592d EBSR	KIA Arawe, NB	26 Dec 43

Non-Battle Deaths

GALL, MONROE B., Major	262d Med Bn	Toem, DNG	5 Aug 44
LAPIDUS, EARL A., 1st Lt	562d EBM Bn	Tacloban, Leyte	8 Apr 45
ROBINSON, MARTIN L., 1st Lt	532d EBSR	Cairns, Aust.	27 Apr 43
NASON, CARTER H., Lt Col	Hq 2 ESB	California	1944
NEFF, JOHN K., Lt Col	592d EBSR	Texas	1943
GREENWAY, THOMAS H., Major	532d EBSR	Massachusetts	1945
ANDY, EDWARD, Tec 5	592d EBSR	Batangas, Luzon	4 May 45
ARNOLD, OLIVER P., Tec 5	562d EBM Bn	Morobe, NG	1 Oct 43
BAGINSKI, LEO, Pvt	542d EBSR	Rockhampton, Aust.	29 Jul 43
CISOWSKI, FELIX J., Pvt	532d EBSR	Cairns, Aust.	18 Apr 43
CLAFLIN, WILFRED D., Tec 5	532d EBSR	Finschhafen, NG	7 Feb 44
CORBETT, JOSEPH R., Tec 5	532d EBSR	Calbayog, Samar	10 Jul 45
COOK, PETER J., Pvt	532d EBSR	Palo, Leyte	19 Dec 44
DAVIS, JOHN A., JR., Pfc	592d EBSR	Cape Sudest, NG	11 Mar 44
FAHNLENDER, LAWRENCE E., Pvt	532d EBSR	Port Morsby, NG	8 Feb 44
FREDRICKS, EDWARD J., S/Sgt	542d EBSR	Wakde Is., DNG	17 Jul 44
GORDESKY, JOSEPH, Pvt	542d EBSR	Cebu City, Cebu	7 Apr 45
HALL, ROBERT W., Tec 5	592d EBSR	New Britain	29 Jan 44
HEATH, GERALD L., Pfc	592d EBSR	Cape Sudest, NG	2 Feb 44
HEIMBACH, CURTIS D., Pfc	532d EBSR	Batangas, Luzon	3 Jun 45
HERATY, TIMOTHY J., Pfc	262d Med Bn	Hollandia, DNG	24 May 44
HIGGINS, RAYMOND, Sgt	592d EBSR	Rockhampton, Aust.	18 Mar 43
HOENSHELL, ELLSWORTH D., Sgt	532d EBSR	Salamaua, NG	20 Jul 43
KELLY, SAMUEL R., Pfc	532d EBSR	Mindoro Is., PI	14 Jul 45
KINNICK, JOHN, Sgt	532d EBSR	Sydney, Aust.	18 Mar 45
KNIGHT, AUSTIN W., Tec 4	542d EBSR	Finschhafen, NG	14 Mar 45
LOUGHRAN, MICHAEL J., Tec 5	542d EBSR	Biak Is., NG	5 Oct 44
LOBEL, SIDNEY, Pvt	542d EBSR	Red Beach, Leyte	25 Jan 45
MCCARTHY, DAVID L., Pvt	592d EBSR	Baybay, Leyte	23 Dec 44
LYSKOOKA, JULIUS G., Pfc	542d EBSR	Biak Is., NEI	9 Aug 44
MCCLOUD, WILLIAM D., Pfc	592d EBSR	Hollandia, DNG	15 Aug 44
MEGNIN, GERALD N., Pvt	542d EBSR	Saidor, NG	10 Feb 44
EDWARD, R. OUELLETTE, S/Sgt	542d EBSR	Finschhafen, NG	16 Nov 43
PANNKUK, LOUIS B., Pfc	592d EBSR	Cairns, Aust.	4 Sept 43
RATZLAFF, BERNARD M., Tec 5	532d EBSR	Morobe, NG	3 Oct 43
RHODES, BUFORD D., Pfc	532d EBSR	Lae, NG	11 Sept 43
ROSALES, LOUIS C., Pvt	592d EBSR	Hollandia, DNG	8 May 44
SCHARFF, MORRIS, Pvt	3498th Ord	Rockhampton, Aust.	4 May 43
SMITH, SAMUEL J., Tec 5	532d EBSR	Panay Is., PI	28 Jul 45
SOPUCH, STEVE J., Tec 4	542d EBSR	Dobodura, NG	15 Sept 43
SPANN, S. T., Pfc	542d EBSR	Oro Bay, NG	15 Sept 43
SPODOBALSKE, STEPHEN S., Pvt	532d EBSR	Morobe, NG	2 Jul 43
THORNTON, JOHN R., Pfc	592d EBSR	Los Negros Is.	7 Jul 44
VINCENT, FRANK, Pfc	532d EBSR	Morobe, NG	2 Jul 43
WILLIAMS, LEONARD, Pvt	532d EBSR	Cairns, Aust.	7 Mar 43

Appendix VII

Small Ships Section

Soon after the Brigade's arrival in New Guinea it became apparent that some type of supply vessels were needed as the Brigade was being spread further and further as the result of the landings at Tambu Bay, Lae, and Finschafen. All supplies, including vital boat spare parts, were located at Oro Bay and the units needing them were a hundred or more miles away; hence, difficult to supply by our landing craft. As more landings would be made the greater would be the need for supply vessels.

It was not until April 15, 1944, when the F-15 was assigned to the Brigade, that the small ships section came into being. This was supplemented by the tug ST-381 joining on August 5, 1944, ST-18 on August 29, 1944, and FS-175 on October 4, 1944. The F-15 and FS-175 were cargo boats of 65 and 200 tons cargo capacity respectively. The ST-18 and ST-381 were 75-foot tugs and needed to tow the six fuel barges assigned to the Brigade.

The F-15, commanded by 1st Lt. Edwin T. Foster of the 532d EBSR, was immediately put to work carrying critical boat spare parts and supplies from Oro Bay to Biak, making one trip right after the other and, occasionally, going to the Admiralty Islands. On the Leyte show she towed three crash boats, besides carrying a full load of cargo and had the distinction of being the first F Boat to arrive at the far shore. The crew was justifiably proud. The F-15 not only shot Jap planes down but brought them in to prove it. On this occasion they shot down a Jap float plane in 12 feet of water, so they hooked the boom on it and brought it in. It was a new type of plane never before encountered and Lt. Foster and crew were commended by Lt. Gen. Walter Krueger, Commanding General, 6th Army.

The ST-381 came to the brigade with a civilian ATS crew which was replaced by an all Brigade crew with S/Sgt. (now 2d Lt) Benjamin H. Sooy, Jr. of Atlantic City, New Jersey in command with the following men comprising the crew: T/4 M. C. Papenfuss, Ts/5 Franklin K. Flower, Thomas Woienski, Privates W. C. Driscoll, Henry Keeney, G. H. Hultburg, W. S. Weisner, H. W. Clark, and Verner Smith.

The crew of this boat had its share of thrills. While entering Leyte Gulf with a loaded fuel barge in tow from Hollandia, they encountered numerous Jap planes which were a part of a great Jap carrier force. Fortunately, they were not attacked. It was not long until the ST-381 drew blood by downing a Jap "Betty" bomber. As a result, a small Jap flag was painted on its stack and this flag was soon followed by two more. On the return trip from the invasion of Mindoro a typhoon was encountered but the ST 381 rode it out. It was a rugged ride as several members of the crew had cause to remember.

The ST-18 was commanded by a civilian skipper, John B. Barber, who had the following 2 ESB personnel for a crew: Ts/4 Frank Ramos, Timothy Murphy, Ts/5 William P. Dehaut, William C. Morrison, Evans B. Ratcliffe, Pfc Richard A. Busch, and Pvt Albert Browneski.

While enroute to Ormoc on the West Coast of Leyte with a full fuel barge in tow, the ST-18 shot down a Jap plane entitling her to one Jap flag on the bridge. She claims the record for the longest tow across open sea, 2300 miles from New Guinea to Leyte and she was the first vessel, other than the Brigade's assault landing craft, to enter Ormoc

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Bay. All during the Philippine campaign she has been busy towing barges from island to island, often without naval escort.

The FS-175 was crewed by the Coast Guard and it fitted in well with the other craft. It was the workhorse of the fleet as it carried three times as much cargo as did the F-15. She was commanded by Lt (jg) H. W. Mueller. Since joining the Brigade the FS-175 has carried cargo from New Guinea, Biak, and the Admiralty Islands to all the major islands of the Philippine Islands helping to keep the forward units supplied with necessary boat spare parts and other vitally needed supplies.

Early in January, 1945, it was found necessary to put an officer in charge of the special craft to assist them in getting supplies, fuel, water, and repairs. Captain M. O. Spelts, Jr. of Lincoln, Nebraska, was selected for this job. He was kept busy arguing with the Navy for dry dockspace and with Transportation Corps for parts and repair crews. The fact that he was later awarded the Bronze Star Medal attests to his efficient work.

The Invader, General Heavey's Crash Boat, was commanded by 2d Lt Malcolm H. Phillips of Rockport, Maine, with the following men comprising the crew: T/4 Joseph W. Lynch, T/5 Harvey J. Campbell, Jr., and Privates First Class Donaly W. Myers, and Charles S. McKinney.

This boat was used by the General in trips to the forward areas where he was on inspection trips and on occasion, a little fishing was done. The General caught a 45-pound King Mackerel and it fed all the men of the operational headquarters at a time when the food wasn't too good.

The Invader was used several times to run urgently needed spare parts to the forward areas. She also, on one occasion, went to the rescue of some downed airmen and was successful.

Report by 2 ESB Tug

S. T. 381

APO 72

21 December 1944.

General William F. Heavey
Headquarters, 2nd ESB
APO 72

Using Cancabato Bay, 500 feet off the Tacloban Air Strip as our permanent mooring, we have found it to be a rather hot corner at times. You know of the numerous attempts to knock that strip out since our arrival here.

With all fairness to the other men who are in the same game and trying their best to bring them down, I can say honestly that we gave one "Bogie" all that a single fifty could pump into him for a half a minute.

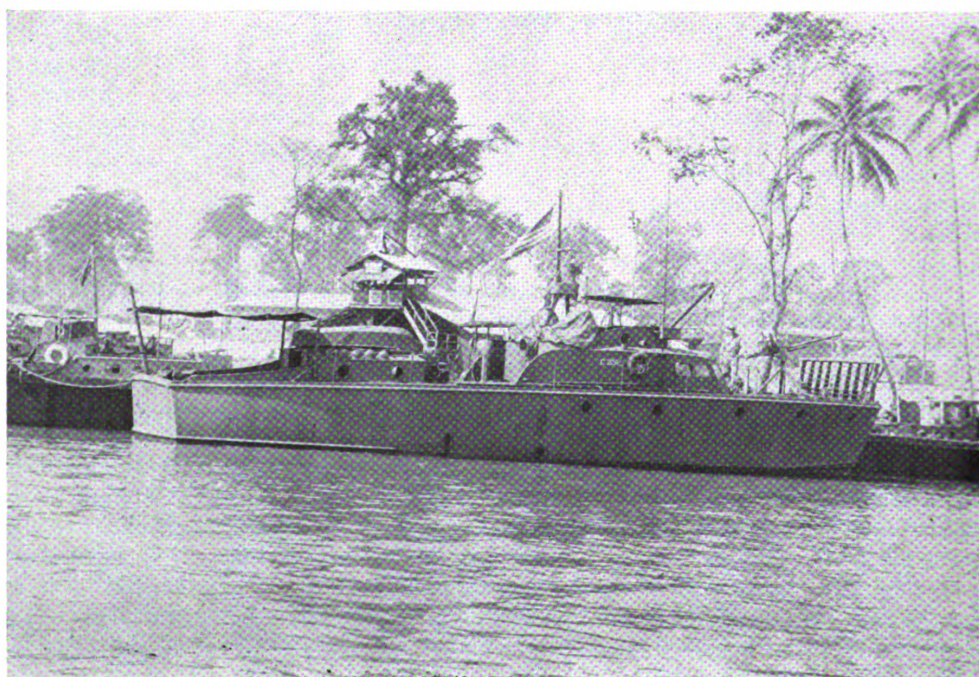
On November 17, approximately 1700 hrs., as the day coverage was making their landings with running lights on, one of the Honorable Nips was making a sneak on it, to strafe the field, lights on, as though he was one of our planes. The searchlight on the point spotted him being so close and low at A.A. had little opportunity. Only a few shots were fired. This was our tip off and we gave it to him for at least $\frac{3}{4}$ of the strip when he burst into flames and crashed on the west beach opposite the southern end of the strip. We were thankful when we found out later that we had not made a case of mistaken identity. This was our *first* plane.

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ST1-381—72' Wood tug-91 tons. Speed 8 knots. Towing ability 300 tons at 5 knots. Cruising range 3000 miles.

INVADER—63'. Crash boat—General Heavey's Command boat. Speed 24 knots.



Hunting being good and being informed we had a mission coming up, we appealed strongly to the Brigade Ordnance Maintenance to give us more guns, and they complied.

Before leaving on our mission we had five single fifties, two forward, two aft and one midship. Our ESB gunners were fit and ready for any Jap planes.

December 11, Monday, orders were to proceed to Dulag and rendezvous for the night. Tuesday, the 12th, 0530 hrs. found us proceeding on orders from the Escort Commander to sea, destination unknown, towing a 2 ESB fuel barge full of distillate.

There was no activity the first day out. We were swung into Cabalian Bay, in the lower Surigao Straits on account of some trouble which was not revealed to the ships of the convoy.

At 2100 hrs., we made the Narrows entering Mindanao Sea. There was light A.A. from the tip of Mindanao, but we were under strict orders not to fire at night unless directly attacked.

December 13th, at 1500 hrs. while in Lat. $9^{\circ} 19' N$, Long. $124^{\circ} 18' E$. one long "Bogie" at high level, coming from the southeast, dove and missed the LCT in stern position of our column by 500 feet with two anti-personnel bombs. We all cut loose but he proved too elusive and flew off to Northward. We were sorry we didn't get him.

On Thursday the 14th, while in Lat. $9^{\circ} 04' N$, Long. $122^{\circ} 28' E$, at 0800 hrs., two Japs were coming into the convoy's stern from a Northeasterly direction, and another was meeting us dead on. We were grateful as we spotted them to see a Navy Corsair on the tail of the lower one astern. He had winged him but the Nip tried to keep himself up after his dive to reach and crash one of our escort destroyers. He failed to reach his mark by 200 yards. Still having his bomb load with him, he caused a large explosion when he struck the water.

His partner above him, at high level, did not want any part of the Corsair or us. This was also the case of the one ahead of us who turned and fled, dropping his load of four bombs one mile ahead of the convoy.

Friday morning the 15th at 0600 hrs. heavy A.A. was going up astern of us from a large convoy on the horizon. At 1100 hrs. in Lat. $10^{\circ} 38' N$, Long. $121^{\circ} 22' E$, a twin engine Jap bomber dove at the convoy from the Northeast, levelled off and picked on the second column, the next to our right, just the way we wanted him. For we had three fifties to greet him and they emptied what they had into him. The after gun hit him for 15 seconds, knocking one of his bombs off.

The bomb missed the after barge in column 2. This was our *second* kill.

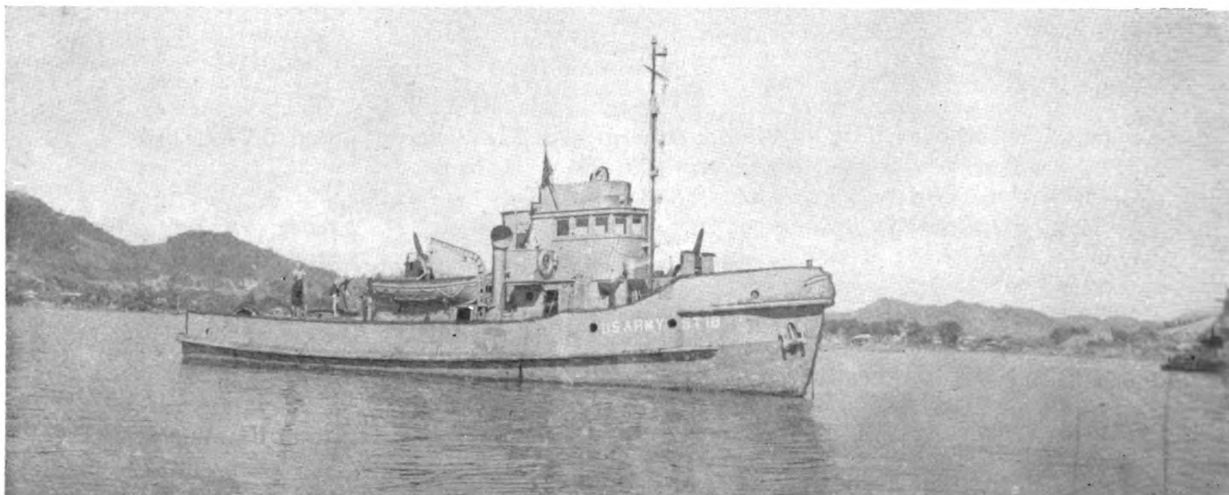
One of the escort destroyers was making the rear swing of his patrol and was very glad the Nip was not under control and crashed 300 feet off his starboard bow. The Commanding Officer and the crew of the DE acknowledged this by saying 'We were doing a splendid job', also by gesturing as grasping their hands in a warm hand shake.

Later in the afternoon our towing cable parted which was probably an act or an event in our favor, relative to events to follow on the next day. The cable was repaired and we were underway in 30 minutes but the Commander's orders changed us to the rear of column 1, the tanker Y-14 taking up our old position.

Saturday, the 16th, started as a quite and peaceful day. The sea had gone down and the southern end of Mindoro was in sight. Mindoro was our destination.

At 0920 hrs. a bomber came in from the Northwest on our side of the convoy and levelled off low, leaving the destroyers in a hard position for their heavy guns to be effective. After he crossed the bow of the outside destroyer our two forward and midship guns kept pumping him. He attempted a left bank, but was out of control, trying to crash the Y-14 tanker, who was now in our former position of the conuvoy. He could only

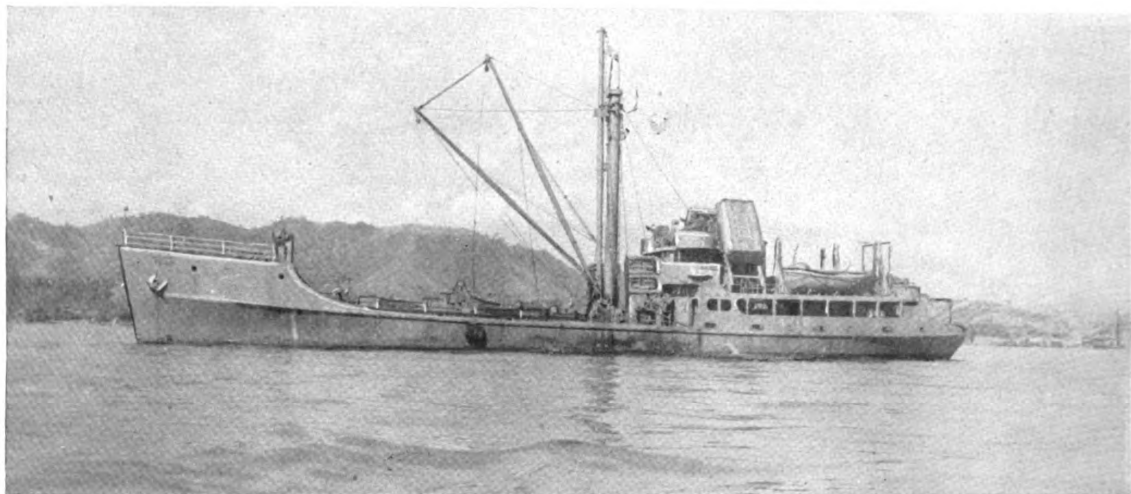
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ST-18—75' Steel tug-92 tons. Speed 9 knots. Towing ability 300 tons at 6 knots. Cruising range 4500 miles



F-15—99' Freighter. 168 tons. Speed 7 knots. Cruising range 3700 miles.



FS-175—180' Freighter. 470 tons. Speed 11 knots. Cruising range 8000 miles.

give her a glancing blow off the port quarter while in a vertical bank and dive. He crashed immediately after, rounding the tanker's stern. At least 5 or 6 of the tanker's crew jumped overboard and were picked up by the two LCT's of our convoy. I believe some of her crew were lost, as the Escort Commander asked all ships if they had picked up any men. The tanker proceeded under her own power.

We arrived and anchored our barge at 2200 hrs., 400 yards off the beach of designated anchorage.

Sunday, the 17th, 0200 hrs., Captain Harris, of the 532d Engr Boat & Shore Regt., contacted us with his Picket Boat. We moved the barge two miles North for him to have the barge under A.A. coverage.

The Escort Commander sent a destroyer in for us, at 0400 hrs. for he had the convoy underway on its return trip. By now the Navy was catering to its little "Mascot" and was seeing that we didn't get lost. That's the impression they gave us.

The convoy departed at 0500 hrs. Sunday, the 17th. The return trip was uneventful, that is, nothing came close to us. The Navy opened up on two occasions but they were 3 to 5 miles away.

We encountered two days of rough weather having to ride in the trough of the sea. It seems as though little "Betsy" was trying to make her two "Victory Rolls" on both those days.

Sunday, December 17th at 1800 hrs. the flags were half masted in the convoy for a burial at sea from the LST 605.

We moored in Cancabato Bay, 1530 hrs., Tuesday the 19th.

Quite a long story for a 72 foot Tug of 4 Civilians and 6 G.I's. of old 2 ESB.

Respectfully yours,

R. E. CARPENTER,

Master, ST 381, 2 ESB.

James Mahone—Chief Engineer
Grant Shanahan—1st Asst. Engr.
Pvt. H. Keeney—2nd Asst. Engr.
Alpha Moore—1st Mate
T/4 M. C. Papenfuss—2nd Mate
Pvt. G. H. Hultburg—A.B.
T/5 N. L. Dewar—A.B.
Pvt. H. N. Clarke—A.B.
Pvt. N. H. Weisner—Cook
T/5 T. J. Auriemma—Signalman

"The Army's
Smallest
Newspaper"



LAST
EDITION

Volume, — Number—

Somewhere in the Pacific

V-J Day, 194

Fast, Accurate World News Kept Amphibs Posted Daily

2D BRIGADE SIGNAL COMPANY MEN PROVIDED DAILY PRESS SERVICE

..... The "G. I. Dispatch" was ushered into existence and adopted by the 2d Engineer Special Brigade as its official newspaper a few weeks after its arrival in Australia. The initial copy was released during the early part of 1943 in Rockhampton, Queensland, under the flagline, "The Kangaroo Gazette." It consisted of a page of Signal Company news and three or four pages of Associated Press reports. Thereafter, the paper was issued daily by Tec 3 R. R. Dyer and several other radio operators of the Brigade Signal Company. It was reproduced on a typewriter and circulation was limited to nine or ten copies for each issue, which were onion skin duplicates of the original.

TITLE GEARED FOR TRAVEL

..... After the 100th Edition the name was changed to "The G. I. Dispatch" to avoid geographical distinction as the Brigade moved from one country to another.

..... Up until the advent of the Brigade into New Guinea the number of copies was limited because of the inadequacy of the means of reproduction. However, upon arrival in New Guinea a mimeograph machine was obtained and soon after it was enjoying an extensive circulation. It gained instant popularity not only among 2d Brigade troops but among other American and Australian troops in the vicinity.

OUTSIDE UNITS SERVICED

..... During the early days in New Guinea, radio service from the States was limited. Therefore, to afford late news to units of the Brigade that were isolated from Headquarters and had radio operators assigned them, a code broadcast was made daily for their benefit. Moreover, the contents were transmitted over the teletype circuit thus making fresh news available to outfits otherwise denied.

..... The "Dispatch" was used

continuously by other Army papers as a news source. For a period of over six months it furnished daily press reports to Station WVTK of the Armed Forces Network on Leyte Island, Philippines.

..... The "Dispatch" staff has done a distinguished job in publishing a 7 day a week, breakfast table newspaper, often surmounting discouraging obstacles to do so. There were always faulty reproduction facilities, besides typewriters and other necessary equipment suffering damage by enemy action as happened in the Leyte invasion.

..... For a six week period before the surrender of Germany, The Dispatch, in conjunction with the Armed Forces Radio Station, maintained a 24 hour a day vigil waiting for the big news story of the war to break. On the evening of May 7th, Pacific Calendar, at 2245 hours, the capitulation of the German forces was bulletined by the Army News Service from San Francisco. At 2248 hours the Dispatch had an extra out with 6 inch headlines.

..... A near riot was in the making when a public spirited editorial on "Garbage Disposal" appeared in the G. I. Dispatch at a New Guinea Base. It brought out facts of existing conditions and the situation was remedied within 24 hours after publication of the editorial. Official action continued to pester the Dispatch Office for a six week period; however, the same base commander shortly afterwards, commended the staff for co-operation in a safety drive.

MANY OTHER PAPERS IN BRIGADE

..... Throughout the various regiments and companies of the Brigade there have blossomed out a great number of papers, some short lived, others surviving for some time. Among them were "The Beach-head," issued tri-weekly in 1943 by Captain Paul Benedict, former U. S. newsman—"The Kokkubur"—"The 532 Ramp & Blade"—

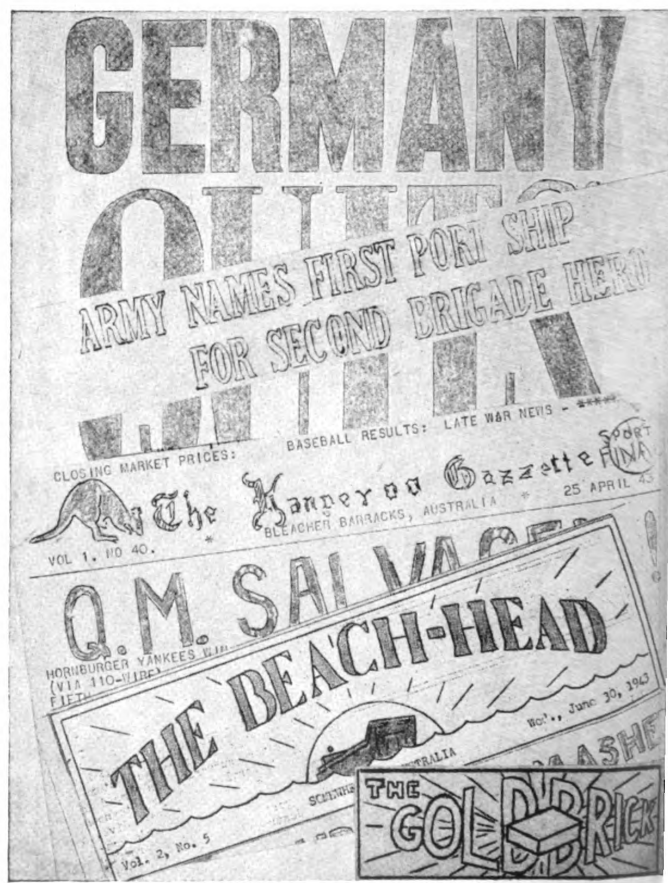
"The Guinea Hen," "The Jungle Tom-Tom" of the 542d,—and the "Bull" of the 162d Ordnance Company.

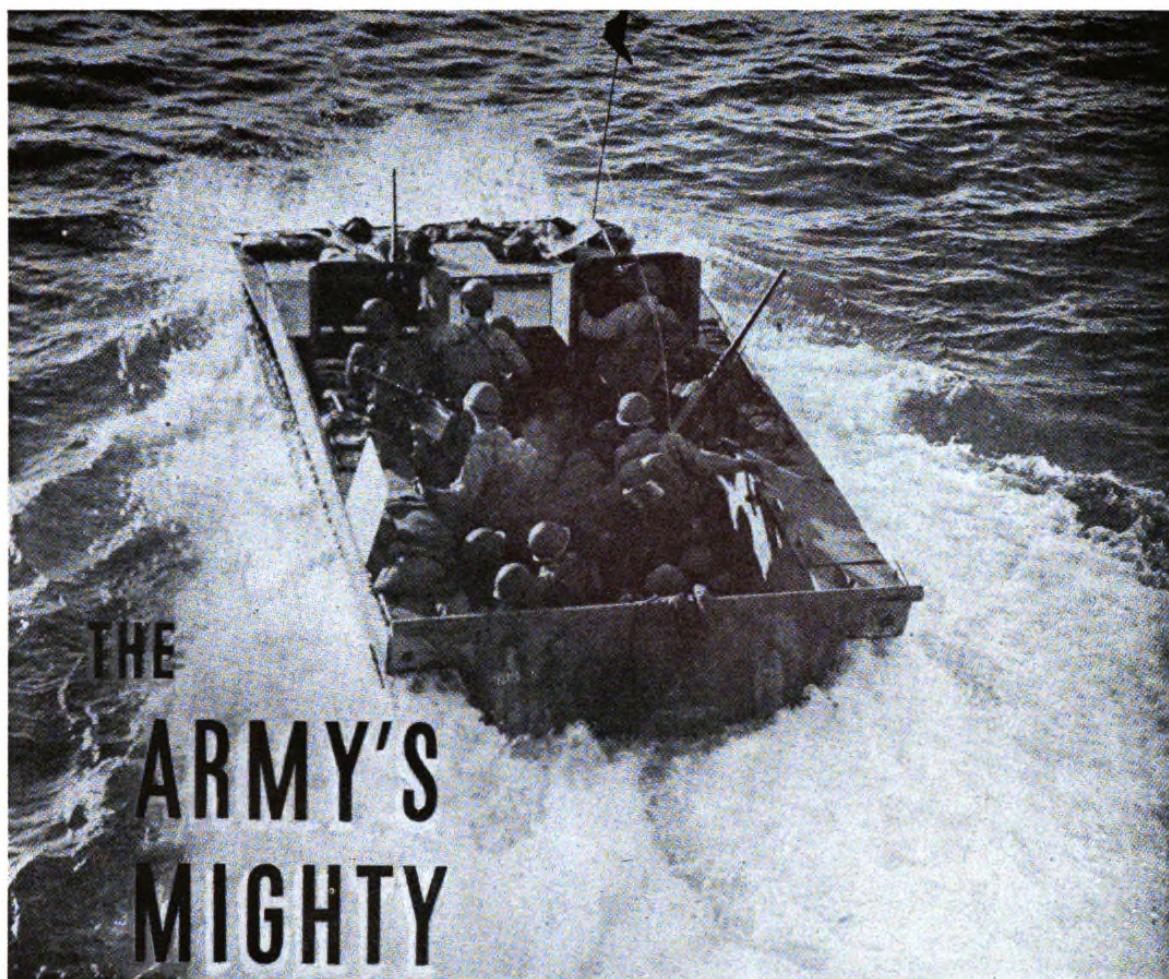
..... Until January of 1945 the Dispatch was a spare time activity, but after that date the editor, Tec 3 Dyer, was put on a full-time basis with the paper, so that he could have ample time to do the copying of code four hours daily plus the mechanical and editorial make-up of the paper.

..... City Editor Cecil McKeachie

put in many hours of work when not on his regular duties and so did Cpl. Morgan, Lt. Frank Framp-ton and many others. Many clever and humorous cartoons came from the pens of staff-artist George C. James and Cpl Spahr during the life of the paper.

Several U. S. Newspapers have praised the make-up and coverage of the Official paper of the 2d E.S.B. Editor Tec 3 Dyer and his staff are to be commended for a job well done.





THE ARMY'S MIGHTY MIDGETS

As the Army takes to water
even the Navy takes notice and bows
to a magnificent job as a group of fearless
soldiers officially dubbed
the ENGINEER SPECIAL BRIGADES
go in first at many combat landings. A really
amazing story of unsung heroes

BY CAPT. H. W. GRATHWOHL, C. E.

THE SKIPPER, white-haired, weather-beaten veteran of half a century of deep-sea sailing experience, stood with his first officer on the bridge of his transport, watching the busy harbor around him. Taken from the Japs by MacArthur's men only a few days before, this newest base in the Pacific had scores of ships of all sizes and types lying at anchor, with hundreds of landing boats, barges and tugs busily shuttling back and forth between ships and shore.

Shaking his head incredulously, the Old Man said, "Look at that harbor: there's vessels no self-respecting sea-farin' man ever dreamed could exist! It wouldn't surprise me a damn bit to see one of those Liberties suddenly sprout wings and take off. *Nothin'* could surprise me in this war any more!"

Undoubtedly, the Japs share the Old Man's shocked amazement at the almost unbelievable development in amphibious warfare, for they are now feeling its full force. Probably never before has a new idea in offensive warfare been so rapidly exploited. What old-line Army or Navy officer could imagine, five years ago, that a full-sized ship could be driven onto shore so its passengers could step from ship to dry land, or that a ship could have boats sailing in and out of her hold, or that the Army would one day own more boats than the Navy? Yet these things are commonly accepted today—and because they were made possible long ago by the foresight of our chiefs of staff, the successful end of the war has been advanced by many weary months.

Amphibious warfare is not basically new; the Greeks and Phoenicians used it, and General George Washington may have taken a lesson from them when he used Colonel John Glover's Amphibians—the famous "Marine Regiment" of the

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British officials. In late April and early May, 1942, Lord Louis Mountbatten, then chief of the Commandos, and Sir John Dill, head of the British Joint Staff Mission, were invited to Washington to begin plans with Army and Navy officials here for the crossing of the English Channel. It involved carrying many thousands of men—and the English idea was for a *shore-to-shore operation* in small boats. The United States had already started amphibious training, but from a different angle: for the Navy to carry small boats on davits of ships and release them near the enemy beach in a *ship-to-shore* landing.

The English plan, already proved practical by their experimental Commando raids, was adopted; but the question which immediately confronted the meeting was—who could handle the small boats? Should it be considered primarily a transportation job for the Army, or did its combat aspects put it under naval operation? Both forces were involved; closest co-operation was vital. Perhaps influenced by the fact that the British landing boats were part of the Royal Engineers, General Brehon Somervell accepted the challenge—and the Army was committed to the job from that moment.

To Major General (now Lieutenant General) Eugene Reybold, chief of the Corps of Engineers, went the responsibility for the new project; and Reybold turned the job of organizing the amphibians over to two West Pointers who had already made names for themselves as hot men to handle tough jobs—Major General Noce and Brigadier General Trudeau. He gave them carte blanche with one admonition: "Get it done—*fast!*"

On May tenth, the actual number of boats needed was decided upon, based on the number of men to be put across the Channel. Plans were made for eight brigades, each to be made up of about 7,500 men and 550 boats. Three days later, top priorities were established for the building of the boats, and the first of June, contracts were let to the full capacity of the boat-building industry.

Meanwhile, Somervell returned to England with Mountbatten and Dill, where the meetings were continued. On May twenty-ninth, it was decided that initial Amphibian training would be done in the United States, with final training in England. The Commando patch of gold Tommy-gun, anchor and eagle on a blue shield, denoting land, sea and air combined operations, was adopted; the outfit was named the Engineer Amphibian Command.

Even at that time, with MacArthur just established in Australia with a handful of men, the eventual needs of the Pacific were foreseen. Development of the Amphibians called for both an Atlantic and a Pacific force, with two brigades slated for the Southwest, after the top priority of the Channel crossing had been cleared!

The Amphibians had a big job ahead of them; first, to carry the fighting doughboys to the enemy beach, with complete facilities for running and maintaining their boats; second, to expedite the movement of the infantry across the beach. The latter function meant clearing the beaches of mines, building roads, establishing supply dumps of food and ammunition.

Trudeau and Noce were working eighteen hours a day. They broke their brigades down into three regiments, each of which would be able to handle a division of infantry and work as a complete unit. They divided their regiment into a battalion to run the boats, a battalion to build up the beach, and threw in enough maintenance men, signalmen, ordnance men, medics, supply men and so forth to support their integral landing team.

They called in the Thirty-seventh Engineer Regiment as cadremen, or nucleus for their outfit. They put in a bid for 9,500 officers and men from Replacement Training Centers to be screened for experience the boat and shore regiments demanded. Undaunted at the prospect of making expert boat-handlers out of soldiers who didn't know bow from stern, they brought in Lieutenant Colonel R. L. Salzmann to put on a special recruiting campaign for small boatmen who had the qualifications and ability to train their embryo organization.

Salzmann, who already had some experience in naval ship-to-shore training, went to the United States Power Squadron, an organization devoted to the advancement of piloting and navigation among yachtsmen. Working with it and backed by yachting magazines, he canvassed yacht clubs throughout the country and offered direct commissions from second lieutenant to major, according to age, to men with the necessary teaching qualifications. He called the yachting fraternity to

hotel meetings in New York, Chicago, Boston, Detroit, Los Angeles, San Francisco, Miami and other boating centers to sell the new organization. Goal was twelve hundred men with small-boat experience—and when the drive was finished, 1,197 men had stepped from the decks of the pleasure-craft fleet to the grim, gray-painted landing barges.

Appropriately enough, Camp Edwards, near Falmouth, Massachusetts, was selected as the Amphibians' training ground—appropriately because it was in Massachusetts that Glover's Amphibians were trained 167 years before.

Paper work finished less than thirty days after they had been called in to Reybold's office, the two organizers moved to Edwards, with Noce commanding and Trudeau as chief of staff, to become activated officially as the Engineer Amphibian Command at one minute past midnight on June 10, 1942. Five days later they activated the First Brigade, and on the twentieth, officially recorded the birth of the Second.

They made arrangements to train men as ship carpenters and mechanics by setting up schools at the Gray Marine Motor Company, Michigan; Higgins Industries, Louisiana; Evinrude Motors and Manitowoc Shipbuilding Company, both in Wisconsin. They started with almost as many officers as enlisted men—with twenty-eight from the Regular Army, 825 from Officer Reserve Corps, 163 newly commissioned second lieutenants from Officer Candidate Schools and the first contingent of 138 directly commissioned men from civilian life, or a total of 1,154.

For closer understanding between Americans and British, several Amphibian officers left for England to train with the British, and a group of Army and Navy officers arrived at Camp Edwards from England. The training program moved into high gear!

WHILE the First and Second Brigades were training in Vineyard Sound waters, the perplexing problem of where the line would be drawn between Army and Navy landing boats was solved when it was decided that the Army would confine its efforts to the 36- and 50-foot boats, and the Navy would handle everything above that. While the First Brigade was en route to England, the joint chiefs of staff put the entire amphibious operation under naval jurisdiction, and the Navy entered into a broadened program of amphibious training; but while control of the operation passed to the Navy, *the Army was still charged with the responsibility of moving its men from shore to shore.*

In view of this change of command, plans set up for the landing at Oran, North Africa, in the latter part of 1942 were altered to take the Amphibians off the boats and concentrate entirely on beach work—but when the landing was actually made on the eighth of November, last-minute tactical changes put many of them back at the wheels of their landing boats.

Meanwhile, war was stepping up in the Pacific. The Second Brigade was ordered westward instead of eastward, with Trudeau as advance agent to set up its operation with General Douglas MacArthur.

The Japs had been stopped cold at Guadalcanal, turned back at Port Moresby, and the bloody Battle of Buna was being fought. It was essential to push the enemy back before he had a chance to reorganize. MacArthur had men available: the Thirty-second and Forty-first American Divisions and the Sixth, Seventh and Ninth Australian Divisions—but how could he carry them up the coast? Mountains and impenetrable jungles made overland travel impossible; air travel was unobtainable. The Navy, still licking its wounds from Pearl Harbor, had its hands full with the Jap fleet and was in no position to help. Water transportation was needed desperately.

MacArthur had only two small, ancient Australian coastal vessels for the job: the *Koomeela*, home port Tulagi, and the *Koramaru* of Singapore. Deck space on westward-bound cargo ships was filled with vitally needed planes to hold Jap air power in check; there was no room to ship landing boats.

The Second Brigade, with Trudeau as mouthpiece, offered a solution: bring over prefabricated landing boats in the holds of cargo ships where space was available; set up an assembly plant in Australia; put the boats together—and, if necessary, run them under their own power from factory to battle!

Offering completed boats in weeks instead of months was a daring plan—but it worked! The plant was built at Cairns, in northern Australia, and the 411th *(Continued on page 125)*

Continental Army—to make the Delaware River crossing. The Japs modernized it for their sweep southward through the Pacific islands—but it remained for American vision to recognize its full potentialities and Yankee ingenuity to build it into its present rôle of knockout power.

Few people realize the part the Army played in developing amphibious operations; or know that the Army today carries its own men, in its own boats, on the majority of its combat landings. Established in a new zone of battle by ship-to-shore landings under naval control and joint Army-Navy operation, the Army forges ahead in expanding beachheads, in encircling and pinching-off movements, using its own boats in shore-to-shore movements. Some of these water jumps may be only a few miles, involving fifteen or twenty boats—others may be major invasions of a hundred miles or more.

Quietly, doggedly, without fanfare of front-page headlines, the men who put the doughboys ashore in the Army's mighty midgets have built up a reputation for themselves among fighting men second to no other outfit in the armed forces. From the early days with the Australians in New Guinea, word-of-mouth praise for the skill and daring of these small boatmen has trickled back to the home front. In letters to parents and friends, soldiers who have come in contact with the landing-craft outfits have expressed open admiration for

the boys who make beachheads their business. As more men return from overseas, these stories will become more revealing of an organization which has hitherto worked under an almost total security blackout.

The "boys who run the bloody barges," as the Australian "Rats of Tobruk" immortalized them in ribald verse, are the Engineer Special Brigades—prosaic name for an outfit which includes tugboatmen and fishermen, yachtsmen and shipfitters, shipwrights and dozens of other highly specialized craftsmen. In May, 1942, their organization existed only as an approved War Department blueprint—but *three months later, their first contingent sailed for England to take part in the initial African landing!*

That they were able to establish such a speed record of organization, involving not only the training of men in boat handling, but also the training of infantrymen in amphibious landing, the procurement of small boats and the mountains of supplies to keep them running, is tribute to the operational skill of the men who carried the ball in the early days: Major General Daniel Noce, Brigadier Generals Arthur G. Trudeau, D. A. D. Ogden, William F. Heavey and Henry C. Wolfe, Colonels T. L. Mulligan and Oliver van den Berg.

The plunge that put the Army into landing boats resulted from a series of meetings with high-ranking American and

Base Shop (Battalion) started an assembly line that took knocked-down boats in small packages from the States and turned out complete landing craft. The first boat slid into Pacific waters from the yard on April 7, 1943—and on June twenty-ninth elements of the Second Brigade pushed off on its first combat landing from Morobe, seventy-five miles above Buna, to the enemy beach at Nassau Bay.

Thirty-three wooden LCV's, carrying a part of the Forty-first Division, escorted by two PT boats from Lieutenant Commander Bilkeley's famous Bataan Squadron, made the cruise in utter blackness on the tail of a storm that whipped up mountainous seas—in waters where, as the "Sailing Directions for New Guinea" point out gloomily, "navigation is of the most dangerous character." The landing was made successfully, but the booming surf tore into splinters twenty-two boats of the little convoy.

The Nassau Bay-Salamaua-Lae campaign furnished undisputed proof that the Army could carry its own men on shore-to-shore operations—and that its Amphibians had the skill and courage to do it. The brilliant record of that campaign caused the movement of the Third and Fourth Brigades, held in abeyance until then, across the States to New Guinea. The Amphibian star was rising in the Pacific!

First of the brigades to work as a boat-and-shore unit, according to the original blueprint, the Second experimented with new types of weapons and landing craft. The first rockets launched in Pacific fighting were sent against the Japs by the Amphibians at Sattel Mountain in the Battle of Finschhafen. On December fifteenth, rockets went to sea for the first time in two experimental DUKW's (amphibious trucks), each equipped with 120 tubes, and helped blast the enemy out of Arawe in the New Britain landing. The 50-foot, steel, twin-screw landing craft LCM was lengthened to 56 feet and made standard by both Army and Navy.

The Second developed its own pint-sized gunboats, which were later formed into Support Batteries: LCM's, each carrying 240 rocket tubes in the hold, armed with twin 50-caliber machine guns, whose mounts and turrets were salvaged from disabled medium bombers, and several 20-mm. antiaircraft guns.

In the same landing, the Second worked with buffaloes—cross between a seagoing tank and the familiar "duck"—carrying the veteran First Marine Division into action. These buffaloes, or alligators as the early model was called, and the homemade gunboats helped materially in the success of the Arawe action.

Name now changed to "Engineer Special Brigades," the Third arrived in Pacific waters in December, 1943, and the Fourth came in about four months later. Together, the E. S. B. has made over seventy-five combat landings (to April 1, 1945), including Cape Gloucester, the Admiralties, Talasea, Aitape, Hollandia, Wakde, Biak, Manokwari, Morotal.

Operations then shifted to the Philippines, where the Leyte landing was, of course, a combined ship-to-shore operation. However, the Amphibians operated 173 landing boats in the assault landing and brought in more than 200 additional boats for the unloading of transports and immediate shore-to-shore landings which were in prospect: including Cebu, Ormoc and Marinduque. Ship-to-shore movement put the troops at Lingayen in another combined assault, and the Amphibians went into action at Subi Bay, Corregidor, Bataan and Mariveles. Then came Zamboanga, Palawan, Tawi-Tawi—with the list growing every week!

On the other side of the world, after the completion of the Southwest Pacific campaign and prior to the Philippine landings, the Fifth and Sixth Brigades wrote their share of Amphibian history. Early English plan for the Channel, adopted in 1942, was abandoned for the original American idea of a ship-to-shore naval operation. Consequently, when the Fifth and Sixth were formed in England,

they worked primarily as Shore Engineers. They fought valiantly at Sicily and Salerno. They went ashore at Omaha and Utah beaches in the Normandy landing, an hour before the doughboys, to clear the beach of mines and obstructions. They were met by raking German fire which cost one of their units casualties of more than thirty percent. There is a monument on Utah Beach today, in honor of Amphibian dead.

Writing of their work during the Salerno landing, William Stoneman of Combined United States Press, declared, "Theirs has been the greatest feat of collective heroism ever witnessed. While other troops have been able to concentrate on defending themselves and destroying the enemy, they have been unable to take cover for a minute. We shall never forget them . . ."

Someday, total figures on the number of soldiers the Amphibians have carried into battle may be compiled—it will run into millions—and to date, not one has been lost or drowned due to faulty boat handling. It's a combat record in which every man who wears the blue-and-gold shoulder patch feels a deep sense of pride and achievement.

The business of making beachheads is not an easy one. In twenty-one months of continuous action, the Second Brigade alone won some nine hundred battle decorations, plus two Presidential Unit citations. Included in their battle honors is one Congressional Medal of Honor—the only one ever awarded to a member of the Army Service Forces!

Carrying millions of men on combat landings and handling untold millions of tons of cargo, vehicles and tanks from either ship-to-shore or shore-to-shore is a hazardous undertaking that calls for expert planning and close co-operation between Army, Navy and Air Corps. The soundness of the Amphibious program laid down three years ago is paying off now, as the Pacific war moves from the islands to the mainland to enter its decisive phase.

Nothing Stops Them

Here Is the Saga of the Men Who Perfected Beachhead Warfare

By LEE G. MILLER

LEYTE, P. I. You may say that an engineer is a man with a slide rule who builds things. So he may be. But in the Southwest Pacific an Army engineer—and we are concerned here with a particular outfit called the Second Engineer Special Brigade—also:

Kills Japs.

Shoots down Zeroes.

Assembles and mans the small boats that land our assault infantry.

Goes ashore alongside the infantry to make roads and supply dumps.

He braves enemy fire and formidable seas and uncharted reefs in his flat-bottomed 36 and 50-foot craft from which his brigade has landed more than two million "passengers" without a drowning save those caused by the enemy.

Often enough, he sheds his blood.

THE GENERAL TAKES IT

The commanding officer of the brigade, Brig. Gen. William F. Heavey, has been wounded. He has made his share of landings on the "far shore," as a hostile beach is called. He has got along with fragments of foxhole sleep when air-raid alerts, as happened here on Leyte, numbered from 3 to 30 a night for many nights.

This Second Engineer Special Brigade—or "Two E. S. B.," for short—is a proud outfit, and with good reason.

The brigade has made some 28 assault landings since its first ill-equipped combat mission in New Guinea in June of 1943.

LEYTE WAS TOUGH

Most recent landings were on Luzon and Mindoro. These met little opposition. The preceding assault, on Leyte, where this is being written, was different. The brigade had 224 casualties, including 20 killed. It lost four boats—two to storms, one to a bomb hit, one to strafing. It won for Gen. Heavey a citation for "effective planning and brilliant, courageous execution."

Nearly 400 of Heavey's pony warships had the task of unloading troops and cargo from transports and freighters. It was accomplished so that all naval craft were able to beat it for their "near shore"—safe from Jap planes—on schedule or ahead of time.

Air raids, two typhoons, torrential rains, flaming oil dumps, harassed them, but they landed 80,000 tons of cargo in the first six days.

HERE'S THE WAY IT WAS

Leyte landings started at 10 a. m., last Oct. 20. After Navy bombardment, assault troops poured from transports into wave after wave of our brigade's boats and with the brigade's shore battalions swarmed ashore.

In that first wave were S/Sergts. Plamandon and Rothovitz and Sergt. Hammil—who had volunteered to probe for mines and mark a safe path for an exit road from the beach. They found no mines, but a Jap sniper had to be dislodged by Rotkovitz with grenades, then picked off with a rifle as he ran.

WORK UNDER FIRE

In the fifth wave, at 10:25 a. m., shore battalion units landed. They jumped to installing crossings at several points along a 20-foot-wide anti-

Decorations of the 2d Brigade Since 1943

- 1 Congressional Medal of Honor.
- 4 Distinguished Service Crosses.
- 10 Legion of Merits.
- 44 Silver Stars.
- 2 Oak Leaf Clusters to the Silver Star.
- 250 Bronze Stars.
- 11 Soldier's Medals.
- 564 Purple Hearts.
- 13 Oak Leaf Clusters to the Purple Heart.
- Two brigade units have won presidential citations.

tank ditch that paralleled the shore. Their signalmen rushed a network of communications.

Jap artillery and mortars were peppering the flotillas offshore. They were silenced one by one. A 75 put out of action for a while one of Gen. Heavey's "battleships," a rocket-firing LCM. Then one of his flak LCMs made up for that by shooting down two Jap planes.

Not far away the Navy's bulky LCTs were able to beach and discharge cargo direct, but the brigade's LSTs grounded too short. A bulldozer nosed hesitantly off one ramp and tumbled into eight-foot water.

KEPT 'EM FIRING AND FED

As the day wore on, and on succeeding days, the shore battalions were leveling acres of dump sites, draining swamps, building miles of roads, installing docks, bridging creeks, clearing fire lanes for machine-gun posts, bulldozing sand ramps to the gaping mouths of LSTs, lugging loaded cargo nets from little LCMs with tractors. And all the time the boat battalions with their flat-bottomed workhorses were commuting from ship to shore with the thousand and one things needed to supply two divisions.

Two Jap bombs riddled one of the brigade's kitchens. Two men were killed, 23 wounded, an anti-aircraft position was bombed; two dead, three wounded. Our own anti-aircraft fire bent up in flames our fuel dump of 4000 drums.

RIGHT CHURCH, WRONG PEW

There were some amusing incidents, too. Once, two of Gen. Heavey's LCMs, under command of S/Sergt. Henry W. Telker, set out with some supplies for troops on nearby Samar. Thick fog and a faulty compass got them lost. Eventually they sighted some guerillas on a shore, so Telker took one of the LCMs in to beach.

"What island is this?" he shouted.

"Mindanao," said the guerilla leader.

Mindanao was held by Japs, so Telker was not overjoyed.

"Any Japs around?" he shouted.

The guerillas pointed to a nearby ridge and said:

"Three or four thousand, right up there."

Telker took off. But the Japs spotted him, and sent three strafing planes. Luckily their aim was poor.

That night Radio Tokio announced that the Americans had attempted a reconnaissance in force on Mindanao, had been beaten off and annihilated at sea. Gen. Heavey phoned the story to GHQ, and Gen. MacArthur roared with laughter.

Next: Hard Sledding in the Early Days.

They Built Their Boats and Sailed to Battle

By LEE G. MILLER
Scripps-Howard Staff Writer

LEYTE, P. I.—The Second Engineer Special Brigade has a big reputation out here today. (Note: And you can hear its praises sung at the Pentagon here in Washington.) But it wasn't always that way. The "Two ESB" had to prove its mettle. The Navy, in particular, was chary of landlubbers who aspired to be amphibious.

ONLY-PROFITEERS

Formed in 1942, they embarked for foreign duty early in 1943. By March the brigade was in Australia.

But it didn't have a single boat. The plan was to ship the boats knocked down and assemble them in Australia. When the brigade arrived the plant supposed to have been ready, didn't exist. An old sawmill occupied its site. The owners were holding out for more money.

So the brigade had to build its own plants. Its machinists turned carpenters and electricians. Thanks to fearful sweat and improvisation a 450-foot assembly line was made and on April 7, 1943, the first plywood LCVF was turned out.

DOGFACES THAT LAUNCHED A THOUSAND SHIPS . . .

Soon seven boats a day were rolling off the line. More than 1000 were put together at this Cairns, Australia plant before it was moved, months later, to Milne Bay, New Guinea.

The brigade established its first command post outside Milne Bay and began training with Australia's famous Ninth Division—the "Rats of Tobruk."

The Yanks and Aussies got along fine. Gen. Heavey recalls: "Our men soon learned that 'Bloody' didn't mean bloody, and the Aussies learned that 's. o. b.' was o. k. if you said it with a smile."

HERE'S WHAT THEY FACED

The situation in New Guinea in early summer of '43 was this—

Our land-based planes, in the battle of the Bismarck Sea, had thwarted bloodily a major attempt to reinforce the Jap garrison at Lae. Gona and Buna, east from Lae, were ours. Now an Australian brigade was cutting its way thru the jungle toward Lae. Part of our 41st Division was advancing westward up the coast from Buna.

The 41st lacked landing boats, and the Aussies had no sea communications. So our amphib brigade had its work cut out for it.

In early June the brigade ran some small boats 205 miles from Milne Bay to Oro Bay, southeast of Buna.

THEIR FIRST FIGHT

Presently a flotilla was moved on up to Morobe. And on June 29, the brigade set out for its first combat landing. Aboard the 33 small craft were elements of the 41st Division. Two Navy PT boats were the escort.

BOATMEN WITH BAYONETS

Next evening they struck. Sixty-eight boatless boatmen assigned by the infantry to hold the beachhead's left flank, turned out to be handy with the bayonet. At least 400 Japs attacked them, were turned back and the day was saved. We lost a dozen men, including First Lieut. Arthur C. Ely, former New York newspaperman. The Jap casualties were heavier.

During July and August this beachhead was expanded steadily, the brigade's boats bringing up troops and munitions every night, often under mortar fire, and returning with casualties.

BIGGER BUSINESS

The brigade's second operation was more ambitious. More than 100 boats this time, again manned by the 532d Boat & Shore Regiment. Target, labeled Red Beach, was 14 miles east of strategic Jap-held Lae.

After a careful rehearsal the flotilla landed on Sept. 4, with what Gen. Heavey calls "the precision of a well-oiled machine." But for the next 10 days or so life was rugged with Jap air attacks and heavy rains that required the shore engineers to "cor-duroy" every foot of their roads.

A storm caught the "Rats of Tobruk" crossing the swollen Busu River, they lost much of their equipment, and the situation became crucial. Two LCVFs were rushed to the mouth of the Busu with supplies. Heavy mortar and machine-gun fire beat them off. They tried again under cover of a sudden storm and landed. The Aussies got their supplies.

Objective was a spot about 30 miles away, on Nassau Bay, inland from which stood the Aussies.

STORM DESTROYED BOATS

The first assault was rough, with heavy seas and rain the whole trip. The target beach had 10-foot surf. But the engineers landed their troops without loss, tho most of the boats were battered to worthlessness before they could be got off the beach.

The Japs did not show their hand at once. A captured captain explained later that the boat engines' roar, had convinced the Japs that tanks were landing. So they waited to see what was what.

NEVER A STOP

In 60 hours of unrelenting labor the boatmen moved 1500 Australian troops and great quantities of supplies to support the crossing. The Busu was mastered, and the fate of Lae sealed. It fell on Sept. 16.

Gen. MacArthur, eager to strike again while the Japs were off balance, ordered a quick assault on their next stronghold, Finschhafen. Here, on Scarlet Beach, a baby-faced kid was to lose his life in setting the brigade an example of heroic devotion to duty.

NEXT: Scarlet Beach.

The Hero of Scarlet Beach

With His Leg Blown Off, Junior Kept on Firing 'Til He Died

THE AMPHIBIAN ENGINEERS

By Capt. Herbert Glodt

2d Engineer Special Brigade

Ride the surf on blunt-nosed barges,
Guns and fighting men our charges.

Hit the beach at crack of dawn,
Land them safely, calm or storm.

Fight on shore 'til beach-head's won,
Then the task is just begun.

Clear the sands, blast a road,
Return to bring another load.

Set the range lights. Mark the reef.
From D-Day on there's no relief.

Creep her in . . . rough approach
Big waves high . . . apt to broach.

Man the fifties! Get that plane!
Keep on shooting 'spite the pain.

Strange jargon for Army men
"Ramps," "Props," "Swing Ship at Ten."

Lines and pumps, decks to swab,
Coxswains, seamen on the job.

Tell me of these men I pray thee
Bastard child of Army, Navy.

Are they soldier? Or marine?
Mayhap something in between.

"In between" is right, I'd say,
'Tween wet night and scalding day.

'Tween the near shore and the far,
'Tween the rough sea and the star.

'Tween the Jap-man and freeman,
Stands this half-breed soldier-seaman.

By LEE G. MILLER
Scripps-Howard Staff Writer

LEYTE, P. I.—We took Scarlet Beach, near Jap-held Finschhafen on New Guinea, on Sept. 22. Naval guns had knocked out much of the defenses, but surviving pillboxes inflicted some casualties before being reduced.

Eighteen rugged days later, word came that a seaborne Jap attack on Scarlet was expected. But this time the Australian "Rats of Tobruk" who had landed on this beach had advanced so far that shore personnel of the Second Engineer Special Brigade had been called upon to provide part of the defense at the beach itself. Sergt. John Fuina, of Brooklyn, was in charge.

Sergt. Fuina saw that all guns were well placed and supplied with ammunition, and he helped Aussie gun crew extras get into suitable rifle positions. Altogether the defenses of a 100-yard strip of beach consisted of one company of Aussie infantry, one platoon of our engineers, one Australian Vickers machine-gun platoon, and two 37-mm. anti-tank crews and two .50-caliber machine-gun crews from the Second Engineers.

JAP ATTACKERS SPOTTED

It was 4:30 next morning when Sergt. Fuina and Corp. Raymond J. Koch spotted three Jap barges coming in quietly, their motors cut. Fuina sent Koch to wake all hands, and meantime manned one of the 37-mm guns himself. By the time the other gunners were ready he had sunk one of the barges. The survivors jumped into the two others, which kept on coming.

Well, one of our .50-caliber machine-gun positions was manned by a 19-year-old kid who looked even younger—a boy named Junior N. Van Noy, from Preston, Idaho. Junior, or "Whitey" as he was called, was only five yards from the beach.

The two remaining Jap barges grounded 10 yards from his emplacement. Junior held fire until he was sure the Japs had their ramps down, and then he opened up.

The Japs hit at him with machine-gun fire and grenades. Junior's loader

was wounded, and withdrew. Junior kept on shooting, alone, until his 250-round "chest" of cartridges was used up. Aussie gunners, further inshore, heard the click that meant he had to reload, and they shouted to him to run for cover.

The Japs may have heard that click, too. Anyway, while Junior was changing chests they got him with a grenade that took his leg off. Then he got his gun reloaded and started firing again.

When daylight came, and the other gunners had killed the last Jap, they found Junior Van Noy dead at his gun, the last round fired, and dead Japs strewn over the beach in front of him. He had killed more than half of the 39 Japs who reached the shore.

They gave him, posthumously, a Medal of Honor—the first one awarded a soldier in the Army Service Forces, of which the Engineers are a part. Last summer a seagoing repair ship was christened the Junior Van Noy.

Finschhafen was duly taken, Months of plodding westward followed.

Tomorrow—New Weapons Arrive.

Wash Tub or Bread Mixer?

Engineers Introduce 4½-Inch Rocket to the Southwest Pacific

By LEE G. MILLER
Scripps-Howard Staff Writer

LEYTE, P. I.—The deadly 4½-inch rocket was first used in the Southwest Pacific by the Second Engineer Special Brigade in an action supporting the Australians at Sattelberg Ridge in New Guinea.

Capt. Vermell A. Beck and six men (none of them had seen action before) brought up a rocket projector to try it out on tough-nut segments defended by Jap 77-mm. mountain guns.

Curious Aussies asked: "What is it, a washing machine or a bread mixer?"

There were 50 or 60 natives calmly weaving palm leaves into "sacsac"—thatching for their huts—near the position he picked. When the first rockets were loosed, the fearsome noise sent them skedaddling.

It didn't give the Japs any joy, either. They couldn't figure out what or where the new weapon was. Their mountain guns began firing wildly—which disclosed their positions and made them duck soup for the Aussies' 25-pounders.

INTEREST IN ROCKETS

On Dec. 15 Capt. Beck's Support Battery used rockets for the first time in a combat landing, at Arawe, New Britain. After the Navy's attack force had lifted its bombardment, two rocket-equipped "ducks"—amphibious trucks—opened fire and kept the beach covered with explosions until our boats were only 150 yards from shore. Result: three Jap 75s on the shore never went into action.

Later the ducks were rushed several miles from the beachhead to intercept a swarm of Jap barges, and sank eight.

Twelve days later Capt. Beck and the two rocket ducks went in on Cape Gloucester with the First Marine Division, firing both from sea and land later in support of the Marines' advance. Once, advised by a lookout that several hundred of the enemy were moving along a ravine, the ducks fired some 200 rounds in three minutes and wiped out almost the entire unit.

These ducks, with rocket crews of five men each, mounted 120 rocket tubes apiece—each tube capable of delivering an explosive charge comparable to that of a 105 mm. shell.

Beck's two little amphibious warships stayed on in support of the Marines for six weeks.

The Arawe action also saw the first real combat use by our engineer brigade of the seagoing tanks or LVTs, called "alligators" and (an improved model) "buffaloes." These are especially useful in negotiating reefs and making an initial landing while engineer scouts search out safe passages for landing boats.

Meantime, also, in self-defense against murderous Jap strafing, the brigade's Support Battery had developed the "flak LCM"—a little 50-footer carrying as much firepower as a B-24 bomber.

USES OWN POWER

Another innovation, introduced by the Navy about this time, was the LSD—landing ship, dock. This vessel, first used at Arawe, is described as "the aircraft carrier of the amphibious game." It also has certain aspects of the submarine.

Here is how the LSD works: Ballast tanks are flooded until the dock-ship is so low in the water that little LCMs can chug aboard under their own power into her water-filled dock space. Then the water is pumped out, and the LSD proceeds with our invasion force to the "far shore," where the LCMs are disgorged.

That Arawe deal, incidentally, had many incidents of heroism but probably none to surpass the experience of Sergt. Robert F. Winter, of Union, Ore.

HERO RESCUED LATER

Winter was gunner on one of two scout boats which were surprised by 10 or 15 Jap barges. After a sharp exchange of fire they had to beach on a swampy mangrove shore. The crews struck out overland thru unfavorable terrain, with water sometimes up to their armpits.

Winter had been wounded in both legs, but had managed to keep on firing and thus help stand off the superior Jap force. As our crews took to the swamp, they carried him in a stretcher, but it was slow going. Finally, as a later citation recounted

"With a quick realization of the importance of their information about enemy dispositions, Winter insisted that the patrol leave him behind for rescue later. With a limited water, rations, and medical supplies, he was concealed in a grove. He was not rescued until 13 days had passed."

NEXT: No Rest for the Engineers.

Weaned on Blood and Sweat

Gen. Heavey's Amphib Engineers Put 2 Million Troops Ashore

By LEE G. MILLER Scripps-Howard Staff Writer

LEYTE, P. I.—The head man of this tough and infinitely versatile outfit of Army amphibious engineers that I've been writing about is a slight, soft-voiced, easy-smiling West Pointer. He looks and talks more like a schoolteacher or a country editor.

The commanding officer of the Second Engineer Special Brigade is Brig. Gen. William F. Heavey. He nursed it thru months of inadequate equipment and sometimes lukewarm interest in higher echelons. He weaned it on a diet of blood and sweat.

Gen. Heavey's 5-foot-6½ exterior contains no Milquetoast personality. They say he can be magnificently stubborn. Thousands of his men probably don't even suspect how much of a fight he had to put up—before the Two ESB was proved in action on the beaches—to prevent its being broken up or subordinated or left to wither of malnutrition.

IN THE BRIGADE

The brigade numbers seven or eight thousand officers and men—shore and boat and ship battalions, medics, signalmen, rocket firers, ack-ack gunners, drivers of ducks and buffaloes, scouts skilled at probing hostile beaches before assault, chaplains and cooks and shipfitters, hard-handed machinists, and the Lord knows what all. It's a big family, and the General keeps his fingers on the whole of it.

The other day he let me go along with him on a fast and well-armed crash boat to inspect a little installation far up the island. His boats are delivering vehicles and supplies for troops hunting down Jap remnants that still lurk in Leyte's hills.

The captain in charge seemed well pleased that the General had bothered to look in on his bleak little outfit.

He talked with a truck driver, and found that drivers don't like to follow the brigade's new-made road more than 10 or 12 miles inland without a tank escort—the Japs like nothing better than to hijack a few loads of rations and ammunition.

He made a suggestion or two about a little construction job. As we left I had the impression that he had done a lot of good in a few minutes to the morale of an isolated handful of his people.

LANDS WITH MEN

Gen. Heavey came onto the Leyte beaches last Oct. 20 along with his men—as he had done at a dozen other places—and with them underwent the many sleepless nights before our airpower knocked the Jap bombers and strafers out for keeps. He was wounded slightly in the arm, in a foxhole one night, but that was nothing compared to the insomnia imposed by the air attacks.

The General was wounded once before a long time ago—at Chateau Thierry, in 1918. So he is entitled to an oak leaf cluster on his Purple Heart. Which is appropriate for the leader of a brigade that counts nearly 600 Purple

When replacements are required, the General and his chief chaplain, Maj. Leonard A. Leclair from Bangor, Me., always give the new men a little talking-to. They told them something of the brigade's history. They tell them that they've landed two million troops without drowning a man. They tell them that the brigade has never turned back from a mission, no matter how heavy the seas or the hostile gunfire.

"We're glad to have you," the General will say. "But you must remember, always, that this brigade never turns back from a job until it has been accomplished."

Some of Heavey's coxswains in that rugged operation at Wake told him later that these words of his came to their minds in the thick of the fight, and helped them to keep on thru the toughest going.

The General's father was the late Brig. Gen. John W. Heavey. He considers Washington, D. C., his home. Mrs. Heavey's address is at Ruxton, Md., just now, but is returning to Washington soon to open an apartment in downtown 18th-st.

He has two sons. William F. Jr., is an Annapolis graduate, now a lieutenant (senior grade) in command of a destroyer escort. The other son, John M., is a private in an Air Force ground crew in England. He had some hard luck—a picayune physical disability kept him from passing West Point's tough entrance tests, and an under-par depth perception washed him out as a cadet pilot.

HE SPINS YARNS

The General enjoys either telling or hearing a yarn. He told me this one:

The gun crew of a Liberty ship lying off the Leyte beaches opened fire on a passing plane. One of our destroyers rushed up, and its angry captain demanded by megaphone:

"When are you going to stop shooting at our own planes?"

The skipper, who knew what he was about, bellowed back:

"And when are you going to move this blankety-blank 250-pound Jap dud off my bridge? That plane of 'ours' just dropped it."

(One of the General's majors produced a snapshot of the Jap shell on the bridge to support the story).

The Second Engineer Special Brigade and its commanding general have already compiled a brilliant record. But you will hear a lot more of them.



BRIG. GEN. HEAVEY
"We never turn back"

Hearts among its personnel.

The General says he has been fortunate in having a fairly low turnover. Of course there have been deaths and other casualties, but he hasn't been raided as much as many outfits, for cadres to build new units.

Ord Amphibian Command In Fine Trim

Unit Being Given Broadest Training

FORT ORD, Jan. 9. — Sporting their distinctive new arm-patch, consisting of a gold eagle, tommy-gun and anchor on a brilliant blue background, troops of the army's newest specialized unit, the Engineer Amphibian Command, have made their first appearance on the Pacific coast at this army station.

Long a synonym for land fighting, the army now has organized the engineer amphibians, combat troops equally at home on land or sea—or even above both, as the arm patch signifies.

Under the command of Brigadier General W. F. Heavey of the corps of engineers, the Amphibs are testing the Pacific surf after months of intensive training in amphibious landing operations on Massachusetts' Cape Cod and the Florida gulf coast.

Broad Training

"I am determined that the soldiers under my command shall have the broadest possible training and experience in conditions which they may face in future combat," declared General Heavey.

In this connection, the general noted that the Pacific presents vastly different problems of surf, tides, and winds from those encountered on the Atlantic coast.

"In these days," he said, "we must be prepared to fight on very short notice in almost any part of the world. That's what we're fitting our men to do."

Unique Service

The amphibian command is a new and unique branch of the army, having come into being during the past summer. Organized under the corps of engineers, services of supply, this outfit of sea-going soldiers is composed of specially selected personnel chosen for their previous military or civilian experience in one or more of the nearly 50 specialized skills employed in its operations.

Three diversified skills range from boat operators, mechanics and navigators to radio technicians, electricians and welders. These specialists receive training and instruction in organized, water-borne assault tactics and in the use, maintenance and employment of modern landing boats and other amphibious equipment.

Hit But No Run



Gen. W. F. Heavey, above, commander of the new amphibian unit Fort Ord, takes issue with the accepted "hit and run" Commando tactics. His men are being trained to hit, but not to run, he declares.

They Don't Run

Men from every state in the union comprise the personnel of the command and many are westerners. Since the organization came into being at Camp Edwards, Mass., where its early training activities were conducted on historic Cape Cod, however, the Amphibs soon became known by word of mouth up and down the eastern seaboard as the "Cape Cod Commandos."

Questioned concerning applicability of the term "commando" to troops of the command, a staff officer presiding at an Amphibian recruiting rally in Cleveland last August shook his head.

"No," he said, "I don't believe the name fits. As I understand commando tactics, their strategy is to hit and run. We don't run."

Captain Paul F. Benedict, public relations officer, says that the above constitutes about all that may be revealed concerning the amphibian engineers at the present time. Technical details of their method of operation, strategy employed and equipment used in accomplishing their mission still are considered highly confidential by the war department in Washington.

A&N Journal May, 12th

Engr. Unit Makes 75th D-Day Landing

(In view of the recommendation by General of the Army Douglas MacArthur that the special amphibious units of the Engineers be made part of the regular Army, the following descriptive article becomes of special interest.)

With the Second Engineer Special Brigade in the Philippines—When the assault boats of the veteran 2d Engineer Special Brigade grounded on Fort Drum, El Fraile Island, in Manila Harbor 13 April, it marked the 75th successful combat landing for this famous amphibian unit. Like their emblem, the sea horse, the 2d Brigade has been the work-horse of Pacific island fighting, with men in almost every landing in New Guinea, the Bismarks, and the Philippines, since early 1943.

Experienced troops from the word go, they have reduced amphibious warfare to a science. In only one landing was it necessary to turn back once the initial assault run was started. During the attack on little Biri Island in the strategically important San Bernardino Straits between Luzon and Samar, the first wave of landing boats ran into murderous Japanese artillery fire. Realizing that their boats could not cope with such fire, the coxswains drew off, reorganized, and caught the Japs completely by surprise by landing on the other side of the island some hours later.

The greatest factors in the success of these landings is the spirit of cooperation which the men of the 2d Engineer Special Brigade have been able to generate between themselves and other units with which they deal. The tremendous naval barrage laid down by the Navy ships blasting every inch of the beach-head; the pulverizing blows of the Air Force directed at enemy communications and strong points; then the last minute rocket barrage of the small boats just before the ramps hit the beaches, all work together to accomplish the successful landing.

The 13 April assault on Fort Drum was unique in that Fort Drum long was considered impregnable to water-borne attack. Built out of solid rock jutting out of Manila Harbor, Fort Drum is located a short distance south of the Corregidor Light. The top of the island was leveled off by American engineers before Pearl Harbor and naval gun turrets installed so that in size and shape it resembled a battleship. The only break in its rock and concrete walls was a fixed concrete ramp used as an entrance, and heavily fortified.

During the assault on Corregidor, the boatmen of the 2d Engineer Special Brigade had passed the rock battleship many times. This would be something different from the D-Days of the past, different than the sandy beaches of Lae, Arawe, and Leyte. It would be almost like boarding an enemy ship. It was a challenge to a 2d Brigade motto, "Hit the Beach and Make it Stick." April 13th saw the motto again fulfilled when Fort Drum was once again in American hands.

Engineers Cleaned Up

By SPENCER DAVIS

WITH SIXTH ARMY FORCES,
Biak Island, May 28.—(Delayed)—
P—This is the story of a glistening pearl-handled Japanese saber and its abrupt transfer to American ownership.

A company of amphibian engineers were surveying an area 300 yards from the jetty where American troops landed at Bosnek village. A proposed road led past a series of limestone caves at the base of a ridge.

Two men dropped a plumb line. The sharp, high crack of sniper fire sounded. The men fell dead.

Engineers aren't the sort to take that kind of treatment lying down. Lt. Grady Rials of Jayness, Miss., and Capt. Donald D. De Ford of Greeley, Colo., organized a patrol at once and closed in on the sniper. Then yards away they tossed a grenade and waited.

"We heard a growling roar and then we saw him," said Rials. "He was an officer and he had half drawn his sword and was going to rush us when a dozen bullets hit him. Those grenades had smoked him out."

"We looked into the cave and found it opened into a large limestone cavern about 15 by 20 feet. There were two tunnels in there," De Ford added.

"We got our carbines and killed two more of them. They had a machine gun hidden away and plenty of ammunition and food. They could have harassed us for weeks."

Flame throwers were called in to complete the exploration of the enemy hideout. They did so in thorough fashion.

Then De Ford picked up the saber—an elaborate, four foot blade leafed with gold and studded with tiny seed pearls on its curved handle.

"We wouldn't have gone in there if they hadn't been interfering with our work," he remarked.

MacArthur Wants ESB's as Regulars

Asks That Amphibians
Be Part of Postwar Army

Gen. Douglas MacArthur has recommended to the War Department that the Special Engineer Brigades of the type trained here be made part of the permanent post-war Army.

The recommendation was made known this week in Manila and it emphasized the record of the brigades.

The Second Brigade, which trained here, alone has had about 22 months of campaigning from New Guinea to the Philippines. Only last month, it completed its 63d combat mission in Palawan. It made 20 assault landings in New Guinea, 11 in the Bismarck Archipelago and 25 in the Philippines.

The brigade says it has carried almost 2,000,000 Australian and American troops a total of nearly 3,000,000 miles without the loss of a single soldier to any cause other than enemy action.

One unit of the brigade also has the unusual distinction of permission to wear the shoulder patch of the famed Australian Ninth Division, a large capital letter T awarded by Churchill for the defense of Tobruk. The officers and men of the Ninth Division, who worked with this unit of the special brigade at Nassau Bay, Salamaua and Lae petitioned that this special honor be awarded to the Americans.

They're His Buddies

An anonymous Australian soldier wrote this tribute to American servicemen after having been with them in battle.

MANY noble and deserving accounts have been written of different units which took part in the fighting at Lae and Finschhafen, and of these I write, as they were the only campaigns in which I took part in New Guinea.

I would like to say something of a little heard-of unit—the American Shore and Boat Battalion—who in the way they carried on during those five months instilled in us a high regard of the American soldier.

This battalion carried in and out, under bombing and strafing, everything we needed. When the Japs attempted to land in behind us they were ready in defence of the beach-head.

One example which could be cited, is that of a 19-year-old American.

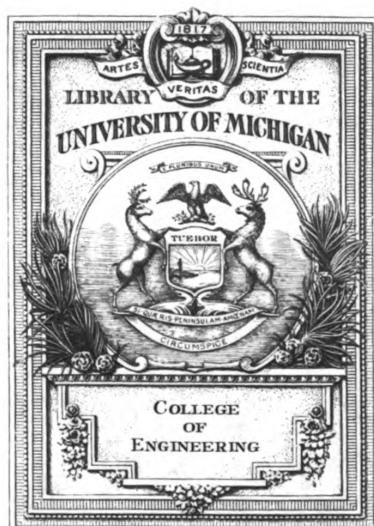
He waited until the Japs came screaming out of a land-

ing craft just in front of him, then opened fire and annihilated them.

A grenade thrown from a second barge blew off his leg, but he refused to leave his post until he sent the second bargeful to join their fathers.

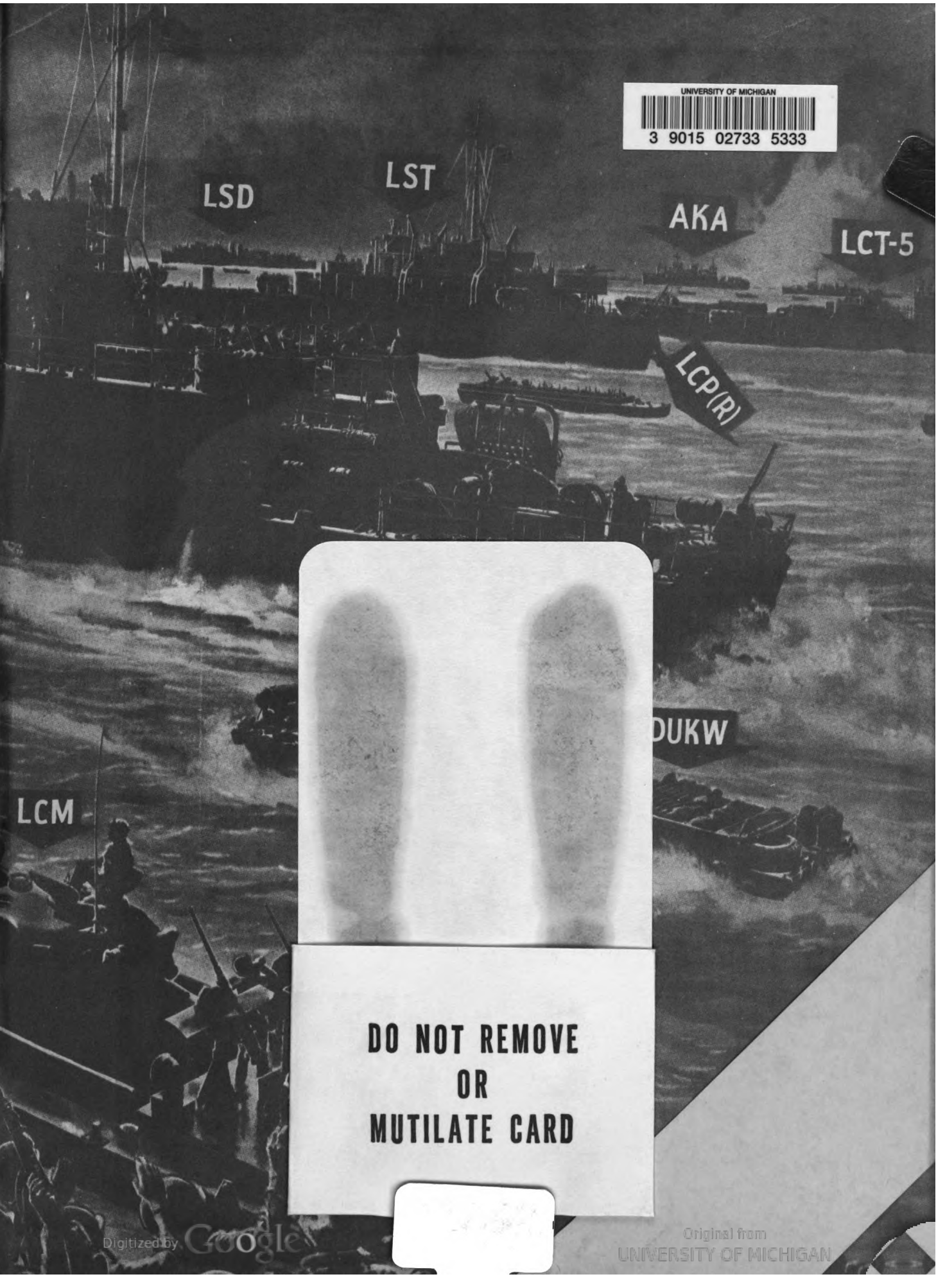
He died at his post, a glorious example of a soldier.

I would like to add that, from what I have seen of the American forces, I cannot see any foundation in Captain Cyril Falls (London), which was reprinted in The Courier-Mail on April 29.





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